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BIRTHS.

On the 27th April, at Singapore, the wife of

A. L. VAN RENNESSE, of a daughter.

On the 3rd May, at Shanghai, the wife of

HEZDEGO of a son.

MARRIAGES.

On April 24th, at Kobe, HERRMANN HEN-

RI, of Chemnitz, to ANITA, daughter of

E. Dos Remedios, of Kobe.

On the 27th April, at Singapore, BERTIE

CECIL MARSH, to ELORENCE MARY WIL-

LIAMS-ROBERTSON, niece and adopted daughter

of Colonel Robertson, of Melbourne, Australia.

At the Church of the Sacred Heart of Jesus,

Hongkong, on the 3rd May, 1905, by the Rev.

Father Savary, S.J., Miss FRANCISCA X.B.

SOZAR, youngest daughter of Mr. and Mrs.

P. Rozario, to Mr. A. M. GUTIERRES, eldest

son of Mr. A. P. GUTIERRES, of Hongkong.

No cards.

DEATHS.

On the 23rd April, at Lioyang, Manchuria,

ETHEL MARGARET COOMBS, wife of Dr. A.

Macdonald Westwater.

On the 28th April, at Kuala Lumpur, MAR-

RET ANNABEL, wife of Logan Tod.

At Singapore, on the 29th April, EDWARD

ALFRED KLINE, aged 32 years.

On his 17th birthday, at 35, Crofton Grove,

London, on the 4th inst. KENNETH GEORGE

STEWART, eldest son of Angus Stewart, of the Govt. Survey Dept. Singapore and

The Hongkong Telegraph.

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MAY 13, 1905.

THE CHINESE GOVERNMENT AND THE MACKAY TREATY.

(May 6th.)

Hongkong might well emulate the example set by the public-spirited mercantile community of Shanghai in strenuously striving for their rights and rigorously setting forth their claims to justice when matters of public moment are concerned. To take the two most recent examples of this argument which has characterised the merchants of the northern port, we have only to recall the action taken by the shareholders of Farnham, Boyd and Company, in issuing a circular setting forth their demands, and the protest, addressed to Lord Lansdowne, by the leading firms of Shanghai, on the subject of the evasion of the terms of the Mackay Treaty by the Imperial Chinese Government. Here in Hongkong, protests, when they are heard at all, are confined to desultory discussions at the Club, or conversations between aggrieved individuals; but when it is proposed to formulate these protests in concrete shape the promoter of the movement meets with but indifferent support, and often receives but scanty thanks for the energy and loss of time he has given in the interests of those who, with him, recognise that their grievances need redress. It is seldom that in Hongkong a combined representation is made when matters of public importance demand the action of a combination of the different bodies in order that weight may be given to those representations. The Chamber of Commerce is regarded, on the whole, as the chief body in which is vested the power of conserving the interests of the mercantile community of Hongkong. No one will gainsay the fact that the functions of the Chamber have at all times been discharged with the utmost precision in the protection of the interests which come within their sphere of influence; but there are times when even that cosmopolitan body may not exercise the power which a combination of personal representations would have, independent of the action of the Committee of the Chamber. Shanghai lost no time in invoking the aid of the Chamber of Commerce when Mr. Edward S. Little pointed out in the columns of our senior morning contemporary in the Settlement that the Chinese Government had seriously and persistently evaded its obligations and responsibilities under the Treaty concluded by Sir James Mackay on behalf of Great Britain in 1902. It may be said that the larger interests affected in the North demand greater promptitude of action; but nevertheless our own interests in the South have to be safeguarded, and it is not greatly to the credit of the mercantile community of Hongkong that the articles of the Treaty affecting the commercial interests of this port should have been allowed to remain in abeyance for so long a time, with only periodical protests on the part of the Press against the apathy of the Imperial Government of China in carrying out the undertakings solemnly entered into under the Mackay Treaty. The question of the national coinage of China affects us quite as keenly as it does Shanghai. The provisions of Article 2 have, so far, been allowed to fall into desuetude and our monetary system remains wedded to that of China with all its uncertainties and anomalies. Dissatisfaction is bound to exist where business is carried on with a currency which has no stability in relation to gold—the currency of the countries whence we obtain our imports. The *ikin* question continues in the unsatisfactory position it has occupied for years. No attempt has as yet been made to give effect to the provisions of Article 4, which has reference to the relative position of Chinese and British shareholders in British joint stock companies. It is a sore grievance that in cases where Chinese subjects become shareholders of public companies registered under the English Acts no redress can be obtained through the Courts in compliance with the articles of association of British companies. For some time past, notifications by the Imperial Maritime Customs have appeared in the local Press calling for tenders for the removal of the artificial obstructions to navigation in the Canton river. As is well known, these obstructions are a serious hindrance to the shipping which enter at and clear from the port of Canton. By the Shanghai Treaty of 5th September, 1902, the Chinese Government undertook to remove those obstructions "within two years of the signing of the treaty," and in strict accordance with the letter of the compact these obstructions should have been removed before the close of 1904. Yet they exist to the present day, and the slow progress of the work must be put down to the apathy of the Government, who regard with so much indifference the solemnity of the undertaking they entered into, disregarding the letter as well as the spirit of the compact. By Clause 1 of Article 5, the Chinese Government also agreed "to improve the accommodation for shipping in the harbour of Canton, and to take the necessary steps to maintain this improvement, such work to be carried out by the Imperial Maritime Customs, and the cost thereon to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged

between the merchants and Customs." These improvements are yet far from being completed and although the reclamation of the river front has been initiated, it is in a far greater measure due to the enterprise of private individuals and firms than to the outcome of any desire on the part of the Imperial Chinese Government to carry out their obligations under the Treaty. To go into details regarding the non-observance of the stipulations imposed on the Chinese Government, and the efforts made by Sir James Mackay to place his compatriots on a better footing, would greatly exceed the scope of a single article. There is sufficient evidence to indicate, however, that in the South, as in the North, the Chinese Government have treated the subjects of Great Britain in this part of the world with that inconsiderateness and levity which has marked the attitude of that Government ever since the days of Sir James Macartney, when our Ambassador was held up to the Eastern world as a tribute-bearer to the Son of Heaven.

HONGKONG'S RIVAL.

(8th May.)

Quite recently we announced in our columns the fact that the authorities in the Philippine Islands are using their best endeavours with a view of fostering the shipping trade of the port of the capital of the islands in order to make Manila the distributing centre of the trade of the Orient. As was then stated a committee had been appointed to investigate the harbour regulations and the restrictions which hamper American and foreign trade, and to promulgate a plan for their improvement. It was also to inquire into the working of the harbour regulations, and to consider the question of lowering the port and harbour dues, so that Manila may become the distributing centre from Singapore to Manchuria. The greatest reliance is placed on the character of the new docks to attract shipping. It is pointed out that large steamers are unable to approach within fifteen or twenty miles of Shanghai, while at Hongkong and Singapore ships must lie out in the roads, on account of the lack of docking accommodation. By using the new docks, now under construction in Manila, vessels can load or unload with the same ease and facility as they can in New York or Liverpool. Following upon the programme comprising the scope of the Committee's inquiry we learn from the latest Manila exchanges, that the Commission has adopted a resolution authorising the engineer in charge of the improvements of the port of Manila to advertise for bids for the construction of two wharves, both of concrete and steel, one 70 feet wide and 600 feet long, and the other 110 feet wide and 650 feet long. The appropriation for the payment of these wharves is to be made when necessary from the present or future public improvement bond issue. It is the opinion of the responsible authorities for the greater commercial development of the port that the resolution settles the very important question as to whether the Insular Government is to own and control the wharves connected with the harbour improvements, or whether private concerns are to construct and manage them. Evidently the Commission has thought it wise to retain the power in its own hands. This may, or may not, be considered a wise step, but following our own example, commercial interests in undertakings of the kind just decided upon by the Manila Government could better be carried out and more economically controlled by private enterprise rather than as a State venture. In our own Colonies it has been accepted as an axiom that Government interference in what pertains to the sphere of the commercial individual, is to be avoided. The recent expropriation of the Singapore Docks is so exceptional in its character, that the taking over of the property to be "run" by a Trust, is justified on grounds of public necessity. In addition to the two wharves contemplated by the resolution of the Philippine Commission the Military has a reservation next to Engineer Island where it will also erect warehouses and build wharves. It is to be presumed that later longer wharves will be built, 500 feet being considered scarcely long enough to accommodate the big ocean liners. It is a large project that Major Townsend, the engineer in charge of the harbour improvements, has in contemplation. At the south-west corner of the reclaimed land he proposes to build a structure of stone or concrete to be filled in the middle and made a solid wall which will serve the double purpose of preventing the mud from flowing into the dredged portion of the harbour during the monsoon season, and of a wharf. Between this wall and the two wharves which have just been provided for, five or six more wharves will be constructed. So that, in the aggregate, a considerable outlay will be spent in providing the port of Manila with all the conveniences that should be called into existence for a really first-class entrepot of trade. But while Government efforts tend to extraordinary energy without the aid of enterprise on the part of the citizens of the island, the authorities' best efforts will meet with but indifferent success in the end. It is, moreover, the firm conviction of those who are best able to form a correct judgment that trade could hardly be fostered unless the Tariff and Immigration Laws undergo radical changes in favour of the Islands. Until the necessary amendments are effected the idea is but an utopian one seeking to render the southern port the mart for excellence of European and American trade with the Orient.

THE CRIMEA AND MANCHURIA.

(9th May.)

Those whose knowledge of modern history has not grown rusty by long association with everyday commercial affairs may have remarked the many obvious points of resemblance between the genesis of the great struggle of half a century ago and that of which Russia and Japan are in the midst to-day. If such be the case they will likewise not have failed to notice the strong general likeness in the conditions of the conflict. The campaign in the Crimea inflicted the minimum of disturbance upon mankind, while the present strife between the Western and the Eastern Powers, however desperate it may prove, is interfering as little as might be expected with the progress and happiness of the world at large. The harm which the belligerents can do one to the other is practically confined to their fighting men, for it is impossible for either side to strike at the heart of the other. Whatever success may attend the advent of the armada in the China Sea it does not seem likely that the troops of the Tsar will ever be in the vicinity of Tokio, and it is equally improbable that the Mikado's armies will sweep across to the Russian capital. The war is one of endurance with financial staying power the most important factor in the termination of the struggle, and in this respect it appears to have been generally assumed that Russia must outlast Japan. But when one realises that, although the revenues of the former are vastly greater than those of the latter, her expenses are proportionally greater that conclusion can scarcely be said to be sound. It was the constant drain on her resources that brought Russia down in 1854, when England was just beginning to feel strong enough to do some real damage in the field, and would have done it if France, for reasons of her own, had not been so anxious for peace. Then as now the Russians departed from their usual practice and landed themselves in trouble from not being able to believe that their opponents could be in earnest. Indeed the analogy between fifty years ago and to-day is remarkable as can be further illustrated by quoting the words in which Manley sums up the results of the Crimean campaign. "For a whole generation," he says, "the world continued to have the benefit of the war in the enforced quiescence of Russia. Her wounds were too deep to permit her during that time to attempt measures of aggression, or to indulge a desire to disturb the peace of the world. And this result proved that the point of attack upon her had been rightly and fortunately selected. The small proportion of coast line she exposes to the descent of an invader, the immense distances from the extremities to the heart of the Empire, the scarcity of roads, the rigours of the climate, all rendered the attack of the Western Powers upon Russia, a nearly insoluble problem. But, on the other hand, when once she had resolved to bring all her resources and all her might to bear on the defence of Sebastopol, these conditions turned against her and rendered her course absolutely ruinous. Her troops were obliged to traverse enormous spaces to reach the point of conflict, the length and bad condition of the lines of communication rendered the supply of the Army difficult and extravagantly costly, the winter brought untold losses to the columns moving through mud and snow and exposed to piercing winds. The requisitions for supplies and transport disorganised Southern Russia and ruined its husbandry. Every failure on the part of the Allies, every gleam of hope which induced Russia to send fresh reinforcements to the Crimea only served to prolong the terrible stress which was exhausting her." Such words were written concerning the war of just over fifty years ago, and if applied to the operations in Manchuria since the commencement of the conflict with Japan adequately express the condition of affairs which have existed there for months past.

KAMRAHN AND HONKOKU BAYS.

(10th May.)

During the past few months there has been a great shifting of the balance of power in Europe, owing, first, to the war between Russia and Japan, and, secondly, to the genuine cordiality between England and France. Everyone must have noticed that the Dual Alliance between France and Russia has been growing weaker day by day, and although much has been made out of the alleged breach of neutrality on the part of France in permitting the Baltic Fleet to remain for so long in territorial waters along the Annam Coast, the reassuring statements from the Government of Indo-China should go far towards minimising the danger of international complications, which at one time looked so threatening. It is but natural that the Japanese Government should regard the coaling of the Baltic Fleet in such waters as a serious breach of neutrality, and in the earlier stages of the squadron's long journey to the Far East undoubtedly communicated with the several European governments in this sense. These communications were viewed in the nature of a formal protest, and the Governments addressed have certainly been given to understand that, in the now improbable event of the fleet doing damage to Japanese commerce, claims for compensation would be lodged against the Powers concerned by the Mikado's Government. Meanwhile, the British Admiralty have not lost sight of the possibilities of complications arising and long since caused inquiries to be made, with the view of ascertaining the particulars

of all the ships, with their crews, of British register and origin, attending the Russian warships as transports or colliers. It was recognised in official quarters that the capture or sinking of any of these British ships might raise very delicate questions, notwithstanding, of course, that such ships by engaging themselves to the Russians, might have placed themselves out of British jurisdiction. It may be assumed, however, that vessels engaged in this trade after discharging their cargoes will clear out to neutral ports as in the case of a couple of colliers arriving here yesterday, as it may be taken for granted that nine-tenths of them would be unable to offer any resistance to the Japanese who would capture rather than sink them. When once the transports have discharged their cargoes and left the dangerous vicinity of the Russian fleet and entered a neutral port such as Hongkong, the difficulty of again getting off with a contraband cargo will be found to be more real than apparent.

RUSSIA'S INTERNAL AFFAIRS.

(12th May.)

Elaborate accounts of the recent fights in Baku, and in Russian Poland, continue to fill the home papers, and it is evident from these that Russia's internal affairs are in an exceedingly bad way. It is hardly to be believed that a tithe of the true condition of things is allowed to filter through, even if there were foreign residents on the spot to give an unbiased report of what was happening; but in all conscience, what we are allowed to hear is bad enough. When we are told that in Baku the Armenians and Musselmans took to fighting without warning, without rhyme or reason indeed, that 2,000 were killed in two days, and that only the combined exhortations of the chief Armenian and the Musselman pastors secured a cessation of the internecine conflict, we are afforded a strange sidelight on Russia's affairs. Every other day there are revolutionary outbreaks in Poland, although for the most part the Poles show their resentment to Russian rule by continuous strikes, and an occasional outburst against the Russian officials. It is held that the Poles would rise in revolution to-morrow if it were not that they fear Germany would flood the country with troops (with the acquiescence of the Tsar), ostensibly to prevent a recurrence of the ferment in German Poland. In the interior, landowners are always liable to the blind fury of the peasantry, and some few isolated cases where mansions have been burned, cattle mutilated, and the landowner and his family put to death, manage to find their way into the foreign press; but it may be assumed that for all that are brought to the notice of the outside world, hundreds of tragedies occur which are never heard of. Finland is still in a smouldering anger that their constitution should have been superseded by Russian autocracy. In the great towns, assassinations are of daily occurrence. The question is—where will it all end? It is quite clear that, taking Russia as a whole, the people are still in the barbaric stage, and if that is not due to the lack of provision for education among the common people, to the autocratic and high-handed dealings of the big landowners, to the fierce denunciation of all things Russian by the Nihilists, then who is to blame? It has been said that Leo Tolstoy is the only free man in Russia, mainly because his mystical dreams and his socialism never come true. But Russia is gradually reaching a stage when her leaders are bound to recognise the dangers which threaten the country from within. Is it too much to hope that one of the direct results of the war with Japan will lead to such a searching of heart, that the political leaders of the Empire, whose people are centuries behind the civilised world in thought and action, may be roused to a sense of their duty to the masses, so that European Russia may not remain a disgrace to Europe and a menace to the progress of civilisation?

MACAO-CANTON RAILWAY CONVENTION.

On various occasions we have referred to the amazing Convention signed by Senhor Castello Branco, acting on behalf of the Portuguese Government, and the Chinese Government on the subject of the construction of a railway from Macao to Canton; and now that the Portuguese Parliament is sitting and the question is before the country, it may not be out of place to consider some new aspects of the Convention which have appeared as the result of a virulent newspaper controversy in Lisbon over the (alleged) Convention, and into which the *Hongkong Telegraph* has been dragged. In the first place, it should be borne in mind that this Convention now before the Cortes is not the first of its kind. Shortly after the Boxer trouble Senhor Castello Branco was appointed to arrange with the Chinese Government the terms of the delimitation of Macao; and to secure a concession for the building of a railway to connect Macao with Canton. The idea was so commendable and seemed so simple that nobody considered there would be the slightest difficulty in arriving at a satisfactory conclusion; but that only showed how they had failed to realise the brilliant incapacity of Senhor Castello Branco. When the Minister returned from China, and presented his wonderful Treaty to the Portuguese Government, it bristled with so many blatant absurdities that it was unanimously cast out, and the Government refused to ratify it at any cost. That did not affect the great and only Senhor Castello Branco, nor does it seem to have affected his admirers; for His Excellency was again

appointed to proceed to China in order that negotiations might be re-started for the conclusion of more satisfactory conditions under a new Convention. For the second time, then, at great expense to his Government, Senhor Castello Branco embarked on his mission to China, and he succeeded in drafting another Convention with the Chinese Government. So satisfied with the terms of the new agreement were the Chinese officials that they must have chuckled in their long sleeves at the simplicity of the guileless and unsophisticated Portuguese Minister. This was not the descendant of those old-time heroes who created kingdoms from all parts of the world by force of the sword or by their agility of brain. Here was a Minister after one's own heart, who saw no spots on the sun and understood diplomacy to mean something like the conferring of benefits on the other party without hope or wish of a *quid pro quo*. It was an important task which had been assigned to Senhor Castello Branco, but he finished it blithely, and it was only when some ill-mannered outsiders reviled him and his work, called him an imbecile, incompetent and fatuous, that his pleasant dream of being recognised as a sort of saviour of his country, and of Macao in particular, was shattered, or at least shaken; for no one could hope to demolish the self-complacency of the gallant Senhor or his hypnotised supporters. It was two years ago when the Minister came out to China, and about the end of last year the texts of the Treaty and of the Railway Convention were reproduced *verbatim* from the Shanghai papers in the press of this Colony, not excepting our local Portuguese contemporary. As the question of the Macao-Canton railway affected—or was considered to influence—in no small measure the commercial interests of this Colony, provided the enterprise was brought to a successful issue, we gave it more than the usual prominence which would otherwise have attached to a mission so little creditable to the official in charge of its success, and to the European element in general. As we have submitted before, there can be no question that the Convention proposed to reduce the citizens of the Portuguese Colony—whose interests Senhor Branco was supposed to protect and promote—to a blind subservience, subject to the beck and call of the Chinese Government. In other words, instead of "one king, one flag" the Portuguese interested in the railway, would under this extraordinary Convention, have become nominal Chinese subjects living, however, under the protection and rule of King Carlos. A more anomalous and absurd proposition was never suggested, yet Senhor Branco calmly agreed, apparently, with the Chinese representatives that he saw nothing ridiculous or lopsided in it. It would be futile now, after having previously commented on the sublime fatuity which acquiesced in the arrangement whereby everything was in favour of the Chinese Government and nothing left for the concessionaries of the Portuguese Colony even if the railway was laid down, to go into the Articles *seriatim*. Chinese diplomacy had outwitted and hood-winked the simple Minister Branco, and there was nothing left for him but to consider himself an exceedingly smart fellow, and present the draft Agreement to the Cortes, where, no doubt, he would be feted and lauded. We have pointed out, however, how derogatory to his Government and to his compatriots were the terms of the Convention, and we urged that the Portuguese Chamber of Deputies would do well if they rejected the Convention absolutely and utterly. Nor were we alone in our denunciation of an Agreement so idiotic in its conception on the part of the Portuguese official. Our local contemporaries had some trenchant criticisms on the subject. So also, had one of the Shanghai papers, while the local Portuguese organ, *O Porvir*, had several scathing and biting articles, which all bore out the correctness of the attitude we had assumed in respect of the Convention. It would appear that every number of the *Hongkong Telegraph* dealing with this question was forwarded to Lisbon, carefully collated, and translated. By the last mail from home we received a batch of Portuguese papers in which the articles from the English press of Hongkong were reproduced in the columns of the Portuguese Republic journal, the *Vanguarda*, and in thirteen open letters to that paper by Mr. F. Marques Pereira (who, by the way, holds a high position in the Department of Marine and the Colonies), the Portuguese Minister's mission to China was made the subject of unfavourable and unsparing criticism. The Macao-Canton Agreement received special notice, and the trenchant comments of that able and erudite writer expresses public feeling in the Portuguese metropolis as regards the result of the mission, which was so miserably carried out by the representative of the Portuguese King and his countrymen. This writer's communication on the subject of the Macao-Canton Railway Agreement came at a most opportune moment. The Cortes was on the eve of re-assembling on the 6th ult., and it was essential that the Deputies, as well as the people generally, should understand the question at issue. That Mr. Marques Pereira has succeeded in giving effect to the protests against the ratification of the Convention, there cannot be the slightest doubt; for, if public opinion can be taken as any criterion, Minister Branco is the subject of popular ridicule. The ludicrous position of the whole affair, is attained when the defence of Senhor Castello Branco's pet Agreement is taken up by the *Progressist Journal*, *O Popular*. In that lively print, there is a violent tirade directed against all those who have dared to criticise

even by the raising of an eyebrow or the suspicion of a smile, the precious Agreement, with all its beautiful Articles, converting good Portuguese citizens into moderately bad Chinese. The writer in *O Popular*, in the course of his laboured effusion, does not seek to refute the arguments adduced by the opponents of the burlesque Agreement, but, like the proverbial lawyer with a bad case, he resorts to "abusing the other side" with all his might and with all his power and with all his strength. He fails to see a single evil point in the Agreement, and in fact, the Minister Branco might well cry, "Save me from my friends," for his advocate for the defence only emphasises the unsuccessful character of the mission to China. The abuse is of so personal a character that we deem it *infra dig* to employ the same uncharitable terms in replying. It is sought to show that access is gained to the columns of the British press by nondescript of a character who, if the writer in the *O Popular* is to be believed, are of the gutter-snipe type, common amongst the riffraff of the large cities of Europe—Lisbon included. We enter into the realm of personalities when we intrude ourselves upon public attention to disclaim *in toto* the puerile allegations of the Portuguese journal; but to show that our articles were prompted by no personal animus, but were honest and sincere criticisms, dictated by a correct view of the inequitable terms of the Convention, we may recall what one of Senhor Branco's *confirms* in China wrote to his Government with reference to the Treaty which had been concluded. In that official communication he said, in effect—"The Railway Convention concluded by Portugal will be a dangerous precedent, in relation to the Chinese Government, to European commercial interests, if the terms be acquiesced in without protest." That indicates the opinion which has been generally formed in the East as to the ineptitude displayed by Senhor Branco, when, for the second time, he was supposed to preserve and safeguard the interests of his nationals as the Minister Plenipotentiary to China. The *Hongkong Telegraph* has achieved a larger measure of importance in the eyes of the Portuguese Parliament than the *Popular* would seek others to believe; for when it endeavours to revile our articles, it is with all the more pleasure that we discern in the columns of the Republican journal the defence on our behalf so ably directed by Mr. Marques Pereira. In the words of a local gentleman, who has been associated with various Chinese officials in the matter of railways, to a representative of the *Telegraph*—who, by the way, was responsible for the previous articles—the terms of Senhor Castello Branco's Convention were entirely unworkable so far as the Portuguese were concerned. "We can only trust that the second Agreement having been thrown out, Senhor Castello Branco will be allowed to rest from his labours as a diplomatist in China, and that if a third visit to China on behalf of Portugal is decided upon, he will be allowed to remain in peace at home, enjoying the solitude of a well-earned retreat."

PRAYA EAST RECLAMATION SHELVED.

MEETING OF MARINE LOT OWNERS

A meeting of the marine lot owners interested in the Praya East Reclamation was held on the Old Chamber of Commerce Room, City Hall, Hongkong, this afternoon. Hon. Sir Paul Chater presided, and among the others present were Hon. Mr. C. W. Dickinson, Messrs. A. J. Raymond, A. Rodger, W. H. Potts, A. S. Hooper, H. N. Mody, A. N. Mody, A. H. Ough, Lee Shun Fan, Chow Hing Kee, Cheung Beng Choon, Wing Kee, Kwok Chee, See Yat, Yung Chee, Kwok Lai Ting, Tam Yuk, Lee Wan Po, W. J. Winterburn, A. Runglin, and E. Shelmell. The Chairman, having read the notice calling the meeting, and having stated that all marine lot owners had been notified by circular that the meeting was to take place, said: "Gentlemen, as some of you here this afternoon were no doubt not present at the meeting held on the 17th April, 1905, it may not be out of place, if I give a short resume of what has taken place up to the present, which will at the same time serve to refresh the memory of those who attended the meeting. The proposition of a Praya East reclamation was originally made by me to the Government so far back as the 12th June, 1900. The scheme as then set forth was not, however, acceptable, the Government contending that the terms proposed were unduly favourable to the lot-holders, and asking for an equal division of the value of the land reclaimed after deduction of the expenses of reclamation. To this I could not consent unless on their part the Government would consent to include in the cost of reclamation the compensation that would undoubtedly be claimed by marine lot holders for loss of rental, etc., on their existing lots during the progress of the work, and for the diminished value of these lots on conversion into inland lots, and I suggested as an alternative, a further extension of the reclamation by another 75 feet to be added to the strip of land reserved for gardens, making the depth of the reclamation 530 feet instead of 455 feet as originally proposed; and a payment to the Treasury by the marine lot holders of a premium of 25 cents per foot on every foot of building land to be leased to them. To this the Government replied that they were prepared, provided you assented, to recommend to the Secretary of State the general acceptance of the scheme, subject to certain conditions (set forth in their letter to me of the 12th February, 1901, and laid before you at the meeting of 17th April, 1901), and to any modification the Secretary of State might deem necessary. The position of affairs was then placed before you at the meeting held on the 17th April, 1901, and you will remember that the following resolutions were then put and carried unanimously:—

1st.—That the proposals for the Wanchai reclamation embodied in the correspondence between Mr. Chater and the Government, published in the local papers be accepted in principle and Mr. Chater is hereby authorised to forward this resolution to the Colonial Secretary.

2nd.—That the holders of lots fronting the sea authorise the Government to proceed forthwith with the preliminary surveys and plans and undertake to contribute in proportion to their marine frontages to the expenses incurred by the Government in so doing.

These resolutions were on the 20th April, 1901, forwarded by me to the Government, as per my letter of that date, which was at the time published in the local press. Since that date, I have until now had no further communication from the Government bearing on the scheme, except one of the 29th July, 1901, merely raising the questions of why certain inland lots should come into the scheme. I have now to read to you a letter received by me from the Colonial Secretary dated the 29th March, 1905. Colonial Secretary's Office, 29th March, 1905.

Sir,—With reference to your letter of the 27th of August, 1901, and to previous correspondence on the subject of the proposed reclamation in front of Praya East, I am directed to inform you that after much delay caused by correspondence with the Naval and Military Authorities concerning the boundary of the reclamation on the West side and with private owners concerning the boundary of 25 cents side, and by the consideration of suggested alternative plans for the reclamation itself, the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plan should be carried out by Government on behalf of the Marine Lot holders subject to the conditions A, B, C, D, E, F, G, H, I, J, detailed in my predecessor's letter No. 328 of the 12th of February, 1901, and to any modifications or additions to the same that the Secretary of State for the Colonies may deem necessary, and to the payment as premium by the Marine Lot holders and reclaimed area for every square foot of the scheme is also subject to a final adjustment of the eastern and western boundaries of the reclamation with the owner of the adjoining properties.

It is to be understood that no matter how it may be found convenient to divide the work in carrying it out, the whole cost shall be kept in one general account and shall be made to fall upon the whole of the contributors to the reclamation fund in proportion to the area of building land accruing to each of them respectively; and the expense incurred for preliminary surveys and raising the level of the Praya shall be included in the general account.

No detailed survey of the bed of the sea has been made for the purposes of the proposed reclamation. An approximate estimate only of the cost can therefore be given and such estimate is \$1.36 per square foot of building land which will become available for distribution among the Marine Lot holders. It is calculated that to years will be required to complete the reclamation.

I am to ask that you will lay the scheme before the Marine Lot holders and inform me in due course whether they are prepared to accept it subject to the condition mentioned.

From this you will see that His Excellency the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plan should be carried out by Government on behalf of marine lot holders, subject to the conditions detailed in the Government's letter of 12th February, 1901, and which were, as I have already said, laid before you on the 17th April, 1901, and subject to any modifications or additions to the same that the Secretary of State for the Colonies may deem necessary, and attributing the cause of the long delay to correspondence with the Naval and Military authorities over the boundary of the reclamation on the west side and with private owners over that of the east. A reference to the two plans, both of which I lay on the table, shows a considerable alteration in the plan it is now proposed to adopt from that submitted to you on 17th April, 1901. The new plan shows three blocks of building area as against two only in the old and three new streets each 75 feet wide as against two in the old; cross streets twelve in number, each 75 feet wide as against ten in the old; and a glance at the two plans also shows that the Government now propose to go further out than was the original idea, thus giving to the Marine Lot holders a somewhat larger area for building but necessarily increasing the amount of capital to be expended by them on the scheme, though not the actual cost per square foot of reclamation, the principal item of cost of which is of course the sea wall. When I last addressed you I gave the cost per square foot of building land at 75 cents to \$1, and I am still of opinion that the work can be done at this price. The Government, however, now estimate the cost at \$1.36 per square foot of building land, an approximate estimate only, no detailed survey of the bed of the sea having yet been made, although at our meeting of the 17th April, we passed the resolution referred to above authorising preliminary surveys and plans and undertaking to contribute in proportion to our marine frontages to the expenses thereof. Gentlemen, I am of opinion that the Government's plan is a good one and it rests with you to say whether it should be at once accepted and a start made with as little delay as possible, or whether, in your opinion, and having in view the large number of vacant tenements now existing in the Wanchai district it is expedient to add to the Colony this large area of building land and the scheme should not rather, while not being actually and definitely abandoned, be postponed to some future day. I shall be glad of any expression of your views, and to answer to the best of my ability any question you may wish to put.

Mr. Raymond said.—"That in view of the long period that has elapsed since the scheme was first mooted and looking to the fact that the filling up of the Wanchai district, which was to be expected with the advent of Tramway communication, has not taken place, it is inexpedient at the present time to take any further steps towards the proposed reclamation."

Mr. Shelmell seconded.

The Chairman.—"Are there any further questions or remarks to be made on this subject? There was no reply."

The Chairman then put the resolution to the meeting, and after a show of hands declared the resolution carried, with one dissentient, Mr. Winterburn. He then added a recommendation to the Government and should a reply be received you will find it in due course in the Press.

The meeting then ended.

A MAJOR'S DEBTS BEFORE THE COURT.

"Judgment for plaintiff, with costs" was the decision of the *Puisee Judge* in quite a number of actions brought against Major M. R. Hurly, of the 93rd Burma Infantry and disposed of by His Honour Mr. T. Sercombe Smith at the Supreme Court this morning. The first case called on was that of William Powell, Ltd., v. M. R. Hurly, in which Mr. J. D. Stephens appeared for the plaintiff. It was a claim of \$58.77, balance of the price of goods supplied and \$8.50 costs.

Mr. F. B. Barlowe said that in order to save His Lordship's time he proposed to consent to judgment in all the actions.

Mr. A. C. Holborow (Messrs. Deacon, Looker and Deacon) mentioned the case, Lane, Crawford & Co against the defendant, in which the plaintiffs claimed \$40.47, including costs, and said that the writ had only been served this morning. The amount did not appear to be disputed, and he did not see why judgment should not also be given in that case.

His Honour.—"Do you agree to that Mr. Barlowe?"

Mr. Barlowe.—"I don't mind. It seems to me there are several other creditors who have not issued their writs and they may do so before Monday."

His Honour.—"In all cases you consent to judgment."

Mr. Barlowe.—"Yes, my Lord."

Judgment was then given in these effect other claims, with costs, included those of Messrs. Coltham & Co., \$41.50; E. C. Wilks & Co., \$34.50; A. S. Watson & Co., \$75.33; Lock Hing, \$58; Hongkong and China Gas Co. Ltd., \$39.93; Dorabjee & Co., \$56.25; San Cheong \$157.70; and Tang Kee, \$58.46.

ARMED ROBBERY IN NEW TERRITORY.

Four farmers were placed before Mr. G. N. Orme this morning charged with committing an armed robbery at Tai O, on the 19th of March, with personal violence, and robbing a widow of \$102 in money and \$25 worth of clothing. Mok Koi Min, who said her husband was a seaman, and died in 1901, stated that on January 10th last she went to the shipping office and received the wages due to her husband whose death occurred at sea. The wages due were \$500, but she did not receive it all as there were some deductions to be made, and she took the money back to her house. Her daughter and she slept in the same room, and her son in the next room. At 10 p.m. on the night in question, a man came in to her room and covered her with a coverlet. He previously heard a noise over a roof of the house which woke her. When she saw the man approaching her with the coverlet she moved away, and then saw two other men coming in. There was no light in the room when she woke up and so she was unable to see them properly. She could discern the face of the man who covered her up, which gave her the impression that it had been blackened. The other men in the room appeared to be searching the place. Her son came in while they were engaged on this job. One man asked her where her money was, but she refused to tell, saying it was lent out. They did not believe her, and the man who had covered her struck her, and threatened to chop up her daughter, daughter-in-law, and son, and leave witness alive all by herself. At the time she was wearing a pair of silver bangles, and the man who covered her took them off her. Her daughter was also wearing a silver bangle, and that was taken by the same man. That man then caught hold of her son, threw him on top of her, and asked where the money was, saying he would chop him to death if he did not tell him. She saw him holding a knife, similar to the one produced. The man then covered the son up, and when he was almost suffocated and could not hold out any longer, said it was a jar in a cupboard in front of the bed. The robbers took the money and some clothing and after a thorough search of the house they left.

HURGLARY AT WEST POINT.

A very daring burglary took place at No. 1 Chater Street, West Point, yesterday morning, between half-past ten and one o'clock. It appears from the police report that the first floor of the house is occupied by Mrs. Nesbit, wife of a marine engineer, at present away with his ship. Yesterday about 10 a.m. she locked the door of her floor, and went out to church. She returned at about 1 p.m., and found the outer door had been broken open, and her bedroom ransacked. She discovered that her gold watch and chain, valued at £12, were missing as well as a purse containing some \$8. The room was in the greatest confusion, and it was apparent that the thief or thieves must have been disturbed; for some banknotes, lying in the drawer from which the watch and purse had been abstracted, were still there, and a number of solid silver ornaments, consisting of cups and vases, were untouched. It is believed the thief or thieves are still in the Colony, and it is to be hoped their arrest will soon follow.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, In the light of what a correspondent reports as to "gross impudence" towards the risk-taking venture to say that this class of labourer is but one of a type in Hongkong which in the absence, at times, of the police often fail to gain satisfaction under injustice and assault.

Such another is the cargo labourer who is needlessly endangered, especially out west, by the rapid transit of unnecessary tram-cars with self-important drivers.

Having no substantial interest in any of these numerous godowns I cannot state a case, otherwise plain representations would long ago have come under the notice of the Tramway management.

Again, in passing No. 22 in a risk-taking recently some time ago in the evening I noticed nearly double the number of Chinese passengers legally, I take it, permitted in a closed car. Surely in many directions there is need of greater supervision of the cars and, if such a thing is possible, of setting bounds to the conceit of drivers and some conductors.

It would be appropriate, perhaps serviceable, if each car had a number in conspicuous Chinese characters on the outside.

I enclose my card, but subscribe myself,

Hongkong, 6th May, 1905.

THE COMING STRUGGLE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir, In the light of what a correspondent reports as to "gross impudence" towards the risk-taking venture to say that this class of labourer is but one of a type in Hongkong which in the absence, at times, of the police often fail to gain satisfaction under injustice and assault.

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creditable to a Western State. Since the Manchuria grab commenced Russia has done many foolish things, but the maddest of all is the despatch of a miscellaneous assortment of ancient and modern warships to turn the scales in favour of the Tsar of all the Russias. How true it is, that "Whom God would destroy he first makes mad" will probably be fully realised the world over before the current month draws to a close. The ends of justice, liberty, progress and prosperity in the Far East will best be served by the complete defeat of the Armada by the Navy of Japan, to whom I think we may look in the fullest confidence as not only the saviour of his country, but the liberator of the Far East from the enormous evils, the cramping and throttling influences which it was obviously the intention of Russia and certain Continental States to exert to the detriment of the Open Door powers as a whole and of Great Britain in particular. Despite the vastness of the issues involved in the coming struggle and the certainty that both navies will make a "finish fight" of it once they get to close quarters, I await news of the result with perfect equanimity, feeling assured that we are now, after months of waiting and watching, within measurable distance of the time when shall be seen the dawn of an era of peace and prosperity in the Orient such as few have anticipated and still fewer believe probable or possible. "But," you say, "think of the vast numbers of warships which Tsao has to face!" I reply—"The greater the difficulties the greater the glory, and the more complete the ignominy and shame of the ruthless aggressor. I plump for Japan, our gallant ally, and in common with tens of millions of Britishers, am prepared to lay my last dollar on the issue of the coming struggle—on the outcome of the encounter between the forces of corruption, despotism, darkness and bondage and those of the enlightened Monarch who aways the destinies of upwards of sixty millions of brave and free people."

Yours faithfully,

Hongkong, 11th May, 1905.

A YEAR'S WORK IN THE COURTS.

THE REGISTRAR'S REPORT.

Mr. Anthonio Seib, the Registrar of the Supreme Court, tells of an interesting year's work in his report on the working of the several divisions of the Supreme Court during 1904.

In original jurisdiction the number of actions instituted was 233; and there were 154 in dependency. Of these, 130 were disposed of by being settled or withdrawn before trial, leaving a balance of 257. The total amount involved was \$1,060,419.12, and the debts and damages recovered amounted to \$487,922.70, while the total fees collected and paid into the Treasury came to \$14,892.65.

The number of actions instituted in summary jurisdiction was 1,799, and 230 were brought forward from 1903. Of these, 1,635 were disposed of, 733 being settled or withdrawn before trial, leaving a balance of 304. The total amount involved was \$358,300.41, and the total fees collected and paid into the Treasury came to \$7,950.75. The number of distress warrants for rent issued was 410, representing aggregate unpaid rents amounting to \$39,693.74, of which the aggregate sum of \$17,317.60 was recovered, 178 warrants having been withdrawn on settlement between the parties. The fees collected for issuing distress warrants and paid into the Treasury amounted to \$4,577.75.

In criminal jurisdiction 61 cases and 97 persons were committed for trial, the number of persons actually indicted being 79, of whom 68 were convicted and 11 were acquitted. Against 18 persons no indictments were filed, and they were discharged.

Turning to appellate jurisdiction, we find that during the year seven appeals were instituted, one being from the decision of the Chief Justice, two from the decision of the *Puisee Judge*, two from the Magistrates and two from the Land Court. Five of these were disposed of. One case was carried to the Privy Council, but no decision has yet reached the Colony. One important appeal was the case of Tang Tze U, appellant, and the Attorney General, respondent, commonly known as the "General Shu Wan case," in which the Full Court held several lengthy sittings.

In admiralty jurisdiction eleven actions were instituted, 2 of which were disposed of by being settled or withdrawn before trial, leaving 8 in dependency. The number of vessels arrested was 4. The total fees received and paid into the Treasury amounted to \$152.

In bankruptcy there were 29 petitions filed, being creditors' petitions, 19, and to petitions by the debtors themselves.

The number of receiving orders made was 28, being 19 on creditors' petitions, and 9 on debtors' petitions.

The number of public examinations held was 1. There were 14 adjudications; and 2 persons were discharged. The aggregate amount of declared assets was \$384,201.73, and declared liabilities \$1,431,592.36. (The declared assets only \$790,943.54 were recovered. The fees paid into the Treasury amounted to \$4,162.65 (of which \$2,300.93 was paid by impressed stamps) including the Official Receiver's commission as trustee where no trustee has been appointed by the creditors.

Probate and administration.—There were 171 grants made by the Court, being 170 probates, 71, and letters of administration, 98. The aggregate value of the estates was \$1,788,400. Probate duties amounted to \$77,552.00, Court fees to \$7,287.70, and Official Administrator's commission paid into the Treasury to \$2,251.57. There were 39 estates vested in, or administered by, the Official Administrator, the aggregate value of \$3,157,028. 25 estates were wound up during the year, as against 20 in 1903, representing an aggregate value of \$13,110.93.

The total number of trust estates in the hands of the Official Trustee at the end of 1904 was 21, and the aggregate amount of trust funds \$241,264.34, as against 21 estates aggregating to \$59,008 in 1903, and certain house property, viz., No. 6, Rednaxela Terrace.

The total number of companies registered from the commencement of the Companies Ordinance 1865 was 424 with an aggregate capital of \$107,131,121, of which there were 219 remaining at the end of 1904, whose aggregate capital amounted to \$115,594,664. 130 were wound up voluntarily, 4 were wound up under the supervision of the Court, and 77 are defunct. In addition to the latter, there are other companies that are practically defunct as no returns have been furnished by such companies for years, steps are being taken to legally strike them off the Register.

There were 37 companies registered in 1904 the revenue from which was—Registration Fees, \$5,530.00; Filing, and other Fees, \$2,097.75. The total sums collected during the year by way of fees and commissions paid into the Treasury amounted to \$46,717.44, as against \$41,758.83 in the previous year.

TO SALVE THE "SULLY."

DESCRIPTION OF THE COFFER-DAM.

BUILT FROM A RUSSIAN OFFICER'S IDEA.

6th inst.

A huge unwieldy, coffin-shaped box cut in half, flat-ended, flat-sided, and flat-bottomed—such was the first impression of the coffer-dam (which was launched to-day) as it lay on the slip. Rising to a height of 35 feet and spanning 83 feet at its broadest part, the coffer-dam, which is going to try to raise the French cruiser *Sully*, now lying on the rocks in the Bay of Ailing, was by no means a beauty in appearance. Painted black all over, its funeral aspect was enhanced, and the strange uncouthness of the machine, or boat, or whatever it may be called, seemed to affect even the coolies who were working on the structure.

PROFITING THE JOSS.

Last evening when a few gentlemen, including a representative of the *Hongkong Telegraph*, had a look at the coffer-dam, as the stagings were being taken down and the last nails hammered into the structure, a curious sight was witnessed. At the fore end of the coffer-dam, long planks, or slips, had been laid down, on which the coffer-dam might glide smoothly into the sea. Coolies were busily greasing the slips and giving the few last touches to the arrangements. Then came half-a-dozen coolies armed with joss-sticks, joss-paper and bowls of real rice and fish. It was the offering to the gods to speed the coffer-dam on her mission to the *Sully*. They lighted the joss-sticks, burned up endless millions of paper currency, and offered up the entablature to the chin-chin-chin-chin. All was completed they had a sort of miniature bonfire of the fragments of everything, in fact, except the "chow," which was carefully taken away by the very smallest boy in the yard. The god of the waters had been propitiated, and the successful launching of the coffer-dam was assured. Whether the success of the mission to the *Sully* could also be made certain by the same inexpensive measures is another question.

THE RUSSIAN OFFICER'S SUGGESTION.

The origin of the idea to construct a coffer-dam forms an unusually piquant piece of modern history. It seems that the interested Russians at Kowloon have been following the efforts to refloat the *Sully* with the greatest interest. Like all prisoners who have nothing to do, they puzzled out the question as to the best means of refloating the cruiser. A sunken cruiser here or there was a common sight to many of them, when they were spending endless days and weary nights, cooped up in Port Arthur. They had seen what methods were adopted there to raise the battered warships, and they sought to apply the same principle to the case of the *Sully*. Besides, were they not helping their friend and ally by such calculations? So when it became known that the preliminary efforts of the salvage people to get the cruiser off the rocks had proved futile, a Russian officer at Kowloon came forward with his scheme. It is a fashion to scoff at the Russian ideas of seamanship and mechanical ability, but this intrepid Russian officer, willing to lay his time in Kowloon, showed that he had the real genius of practical mechanical genius in his veins. He produced plans of what might be termed an embryo coffer-dam. So far as they went they were excellent—the idea was admirable. The more practical minds of the management at the Hongkong and Whampoa Dock Company grasped the suggestion like a shot. They saw the possibilities of the scheme, but they also said that it required some modification here and a little elaboration there. Probably the coffer-dam as it now stands is utterly unlike the plan drawn by the Russian, but it expresses the outcome of his originality. The fact is that a Russian officer at Kowloon should have been the means of suggesting a way out of the difficulties which faced the salvage party in refloating the *Sully* must appear to every one as a peculiarly interesting little episode.

THE UNWIELDY COFFER-DAM.

Now, with regard to the coffer-dam itself, it has been described as a coffin-shaped box. But that is not quite correct. It tapers from the fore end to about 10 feet at what may be called the bows. It is more unattractive than a Chinese junk, and has none of the picturesque qualities of a junk. The bows are built up to a height of 35 feet, but the stern is only 10 feet high with three sides only. At the open end, the shape of the *Sully* has been hollowed out, gradually tapering away till at the bows of the coffer-dam we have the outline of the *Sully*'s bows. The idea, then, should be quite clear, even if the description is hazy and vague. The coffer-dam will be towed to the Bay of Ailing, and sunk at the broad end below the *Sully*'s bows. It will then be cautiously worked under the cruiser until the bow of the vessel rests in the niche made for it in the coffer-dam. Then the pumps will be set in operation, and as the coffer-dam rises, the fore part of the *Sully* will rise with it, until the stranded cruiser is lifted clear off the rocks and slides once more into deep water. It is for that reason the sides of the coffer-dam are hollowed. Each side is composed of two pieces, strongly shored with great planks. Once it is sufficiently strong to resist the pressure of the water, and the other must be able to withstand the pressure of the *Sully* when once she is held vice-like in the grip of the coffer-dam.

THE TWO BOYS.

The question which people who saw the coffer-dam yesterday asked themselves was—How will they ever manage to tow two great crates to the Bay of Ailing? The answer, which has been engaged to do the work of which the structure, lay having a few yards away. Bigger than the ordinary tug boat, they nevertheless looked puny and fragile beside the bulk of wood. Indeed they seemed fitted for a pleasure jaunt than the arduous task of dragging this almost shapeless mass, through the sea to Ailing Bay. But, of course, that is only a layman's opinion and does not count. Those at the Hongkong and Whampoa Docks who are really competent to judge hold the firm opinion that either the coffer-dam will save the *Sully* or the *Sully* is doomed. As a matter of fact they look forward to the day when the *Sully* will be triumphantly docked in Hongkong.

A PATRIOTIC VENTURE.

To a certain extent this effort on the part of the Hongkong salvage party and the Dock Company is an international affair, and the labours of those engaged on the coffer-dam have been inspired by a feeling of patriotism. Some of the writers on the French papers in Indo-China have indulged in gloomy forecasts as to the probability of saving the *Sully*, seeing that the work is in the hands of an English firm. Some have grumbled because it was decided to build the coffer-dam in Hongkong instead of Saigon. And some have been distinctly pessimistic all the time. It remains for the Hongkong salvage party to prove that this coffer-dam—based on a suggestion received from a Russian officer in Kowloon—will perform the work for which it has been constructed, and show that after all Hongkong can carry through a forlorn hope successfully.

THE COFFER-DAM LAUNCHED.

The launching of this strange structure took place this morning at 9.45 o'clock; the *Sully*

being attended with no ceremony, and "quill" in the ordinary routine of business. The were quite a number of persons present, including Sir Paul Chater, Captain Owen Wilks, and Messrs. E. C. Wilks and W. C. J. as many shareholders and some of the dock coolies. As soon as it was slack water, the *Sully* was given to "let her go," and one of the operators immediately cast off the last remaining line holding her to the slipway. The coffer-dam started down the greasy ways, and slid into the water, where she was at once taken in tow by the tug-boat *Robert Cook*, which had been standing by, and which towed her alongside the company's wharf, there to receive her finishing touches. The launching was a grand success, the coffer-dam taking the water without "cavorting" as it was half expected she would do on leaving the slipway. The dock officials then turned their attention to the *Sully*'s business, as if launching huge coffer-dams was quite an everyday occurrence. Air trunks have to be fitted on the sides of her deck, after which the coffer-dam will be taken in tow—as at present believed—by the *Sully*, *Hongkong*, and transferred to the scene of the wreck of the *Sully* in Ailing Bay. Mr. William Barker, electrical engineer, who is running the electric department of Messrs. E. C. Wilks' business, is, we learn, fitting up an electric lighting plant, which will be taken down to facilitate the salvage work, and enable the salvage operators to work in any required position, either above or below water. Being built entirely of wood, with the exception of the strengthening iron plates necessary to prepare her to withstand all conditions of weather and the strain of the work before her, and being thus very buoyant, the coffer-dam will be loaded with heavy cables along the sides in order to submerge her, besides having her tanks filled, as it will be necessary to "put her down" to the level of her decks, only the air-trunks remaining above water. The only difficulty, apparently, presenting itself in the future operations appears from the fact that the *Sully* lies, not straight up, but with a heavy list to port, and this will necessitate the coffer-dam being listed to the same degree before submergence, in order to get her into proper position to "fit the *Sully*'s bows." As she lay out in Kowloon Bay this morning immediately after taking the water, she seemed to have the appearance of a floating dock broken loose, but did not look to unwieldy as she did while still lying on the slipway for the *Robert Cook* easily towed her to her position alongside the wharf. The result of this launching, which in itself is an historic event for Hongkong, and of the future operations with her assistance will naturally be watched with the greatest interest, for if this last resort fails, then it means the entire loss of the *Sully*. But good results may certainly be hoped for, since the operations will be carried out under the direct personal supervision of Mr. W. C. Jack, assisted by Captain Owen Wilks.

THE ADMIRALTY'S OFFER.

It is stated, on what is usually considered sound authority, that the Admiralty have decided to grant the services of a British warship to tow the coffer-dam to the Bay of Ailing, where the *Sully* lies. No confirmation of this rumour is forthcoming, but in view of the *entente cordiale* and the fact that King Edward's visit to France the other day evoked the most enthusiastic expressions of good-will, none would be surprised to learn that the rumour is based on substantial grounds. If Great Britain really comes to the aid of the French Navy, this time, the feeling of camaraderie between the two nations will be cemented by bonds of friendship which it would be a great deal to expect. It may be remembered that once at Toulon, or near that great base, Nelson helped a French frigate, in difficulties, although we were at war at the time. France amply repaid the same when the *Colivade* gallantly fought the typhoon and was the only warship, and only vessel, to win her way through the straits by cheering the British tars. It would be pretty act of courtesy if Britain helps her friend and neighbour to save the *Sully*.

8th inst.

The *S.S. Kongnam*, Captain Lewington, has been chartered to take the salvage party, gear, down to the wreck of the *Sully*, and is expected that she will leave early on Wednesday, and will stand by during the time of salvage operations to render any assistance that may be required of her. Mr. W. C. Jack will proceed in charge of the large party consisting of a number of trained engineers, coolies, and divers, to superintend operations.

10th inst.

From the *Courier Saigonnais* we learn, no attempt will be made to refloat the *Sully* until the 20th inst. when advantage will be taken of the high tide in the morning, with assistance of the coffer-dam now on its way to the Bay of Ailing, to get the cruiser out of her perilous position. The meteorological report of to-day's date forecasts fine weather and it is expected that, at the outside, the *Robert Cook*, with the pontoon will not take more than five days to reach the scene of the wreck with the continuance of favourable weather conditions success may attend this last attempt to save the valueless warship.

11th inst.

Captain Anderson, of the French steamer *Haitian*, which arrived last night from Hobei reports that at nine o'clock yesterday morning he sighted the *Robert Cook* and the *Robert* towing the coffer-dam about 40 miles S.W. of Ladrones. They were going at full speed everything appeared to be most satisfactory.

HONGKONG GYMKHANA CLUB.

Glorious weather has favoured the first meeting of the Hongkong Gymkhana Club which has drawn large crowds to the Happy Valley this afternoon. The committee has arranged a capital programme of events, and this together with the selections to be played by the band of the 2nd Battalion, Royal West Kent Regiment is doubtless affording much enjoyment to the spectators.

The committee is as follows:—The Stewards of the Hongkong Jockey (Ex-Office), Mr. P. Alderton, Capt. G. E. W. R., Mr. J. Johnston, Mr. G. A. Jupp, Mr. F. H. May, M.C.M., Mr. G. H. Potts, Mr. P. White.

Judge and handicapper.—Mr. H. P. White. Clerk of the scales.—Mr. J. A. Jupp. Starter.—Mr. G. H. Potts. 2nd Starter.—Mr. W. W. Ross. Timekeeper.—Mr. J. R. Michael. Hon. Sec. & Treasurer.—Mr. C. G. Mackie.

The Prefect of Wuchow is evidently a man progressive in ideas and is a great believer in education. So long since it occurred to him that schools might, with advantage, be opened in the city so he requested his subordinates to make inquiries as to what places were best suited. These officials set out, but returned to their master after failing to find a place, whereupon the Prefect accompanied them around the city and entering many temples arranged that they should be turned into institutions for educational purposes. Ages were destroyed and the buildings cleared of everything that was likely to retard or teach the rising generation of this great city.

THE MACKAY TREATY

[illegible][illegible]

THE PO LEUNG KUK.

SATISFACTORY FINANCES.

Several weeks since we referred to the immense value of the work being done in Hongkong under the auspices of the Po Leung Kuk, and have now to acknowledge the receipt of the report of the Society for the year 1904. From this we learn that the following twelve gentlemen were elected to act as managing committee for the twelve months under review:—Messrs. Chan Lau-hin, Cheung Shun-shan, Chau Hing-kei, Lam Shau-ting, Tong Lai-chun, Lau Pak-tong, Tsoi Tse-chong, Tang Chi-nung, Tang Lan-kut, Chan Kan-hing, Chau Cheuk-fan and Lau Shiu-chun.

Mr. Lau Wai-chuen and Mr. Wei Long-shan continued to act as treasurers.

The balance to the credit of the Society on the 31st December was \$15,875 compared with \$1,081.17 at the 31st of 1903. Of this balance, \$1,500 is a portion of the endowment fund and not to be touched upon. The expenditure includes a considerable sum spent on adapting the floor of the Tung Wa Hospital dispensary to the uses of the Society and on furnishing it. The financial position of the Society is therefore satisfactory.

The subscriptions for the year amounted to \$8,175, as against \$5,711 in 1903, and \$7,243 in 1902. The committee in charge of the various religious ceremonies held on feast days at the Man Mo Temple subscribed \$1,994, and the lessees of the Chinese Theatre \$1,370. The Carpenters' Guild and the Canton Manufacturers' Guild have been dissolved and have therefore dropped out of the list of subscribers. The Society has to thank the Flour Guild, the Sandal Guild and the Boarding-house Guild for becoming annual subscribers as also the lessees of the Tai Ping Theatre.

The actual sum spent by the managing committee was \$8,132.19 compared with \$8,180.03 in the preceding year. Messrs. Lo Mui-shok and Fok Shiu-chi, kindly undertook the task of auditing the accounts.

The visiting justices during the year have been Mr. Chan A. Fook, Mr. Duncan Clark and Mr. Chan Siu-kei.

Monthly meetings of the permanent board of directors have been held, and have been attended by two or more members of the annual committee.

536 women, 102 girls and 31 small boys, making a total of 669 individuals, were admitted into the home.

The question of the best method of disposal of the young girls rescued from an immoral life has been the subject of earnest consideration and prolonged discussion. It was felt that the home was not altogether a satisfactory place in which to detain girls for more than a short time, and finally it was resolved to invite the assistance of the Italian Convent.

The authorities of the Convent readily agreed to admit these girls, and now when the guardians of girls under 16 years of age are unable to find proper security, the girls are sent to the Convent. The society is extremely grateful for being relieved of a task which they felt themselves unable to perform satisfactorily.

The separation of the various classes of inmates of the home is carefully attended to, and an endeavour is made to give them regular instruction in needlework and in their own language and to keep them occupied. The needlework teacher has been attached to the home for a number of years, but some difficulty is found in obtaining a suitable teacher of Chinese.

Towards the close of the year an offer was made by a European lady to pay regular visits to the home and instruct the inmates in needlework. This offer has been thankfully accepted and it is hoped that the girls will derive great benefit from the visits.

A severe epidemic of beriberi occurred during the summer. The women's quarters were vacated, and the inmates quarantined between the Tung Wa Hospital and the Italian Convent. The society desires to express their thanks to both these institutions for their help.

LICENSING SESSION.

THE SAILORS' HOME.

The Justices of the Peace held a meeting this afternoon at the Magistracy to consider the application from A. A. Milroy, for the transfer of his licence to the Sailing Home, and to consider the application from the Sailing Home, for the transfer of his licence to the Sailing Home. The following Justices were present: Mr. F. A. Haxelland (presiding), Messrs. G. N. Orme, W. Craig, and T. H. Hamer. Mr. Haxelland stated that Captain Milroy was leaving the Colony on leave, and there was no police objection to the transfer. The application was granted unanimously.

CRICKET LEAGUE.

The following is the league table up to date:—

Club.	Played.	Won.	Lost.	Drawn.	Points.
Craigengower	18	12	6	0	36
Kowloon	18	12	6	0	36
A.O.C.	18	11	7	0	33
H.K.C.C.A.	17	10	7	0	34
H.K. Police	18	8	5	5	29
R.E.	17	8	5	4	28
R.G.A. 3rd Co.	16	6	8	2	20
Civil Service	18	5	10	3	18
R.A.M.C.	16	4	12	0	12
Parades	0	0	0	0	withdrawn.

N.B. 3 points for a win and 1 for a draw.

The best average for twelve matches and upwards:—

Club.	Player.	No. of Matches.	Aver.
H.K. Police	P. C. Edwards	14	28.14
A.O.C.	S. M. J. Webb	13	25.4
Craigengower	A. O. Brown	14	18.58
R.G.A. 3rd Co.	R. C. Rivers	12	18
Kowloon	S. Lightfoot	12	17.75
Civil Service	R. Mitchell	13	16.9
R.A.M.C.	L. Harvey	13	15.4
H.K.C.C.A.			No return sent in.

S.S. "WO KWAI"

ASHORE IN WEST RIVER.

News was received in Hongkong to-day of the wrecking of the s.s. *Wo Kwai* in the West River on Saturday last. The *Wo Kwai*, a vessel of 300 tons burden, owned by Messrs. Banker and Co. of this city, runs between this port and Wuchow. It appears from the report that on Saturday morning, when about three miles from Wuchow, the steamer struck the Joss-house Rock, and was so badly damaged that she had to be beached, and at latest reports was half full of water, much of her cargo, consisting of piecegoods and cotton yarn, being damaged. The cargo is insured, with various local firms for a sum aggregating \$60,000, but we learn the vessel itself is not insured. Mr. Geo. Banker left to-day for the scene of the wreck, taking divers with him, and after an inspection will see about making necessary salvage arrangements.

HONGKONG AND SHANGHAI BANK.

Owing to his departure for home, Mr. H. R. Tomkins, chairman of the Hongkong & Shanghai Banking Corporation, resigned his seat on the Board of Directors. Mr. H. A. W. Slade, deputy chairman, has been elected chairman in his place, and Mr. A. Haupp has been elected deputy chairman. Mr. F. Salinger (of Messrs. Rells & Co.) has been appointed to the seat on the Board vacated by Mr. Tomkins.

COMPRADORE'S BANKRUPTCY.

LOSSES ON SPECULATIONS.

Among a number of public examinations in bankruptcy which came before the notice of the Chief Justice (Sir H. Spencer Berkeley) at the Supreme Court this morning was that of Wei Lan Shek, a compradore, of No. 4 Chater Street, who admitted that his debts were \$43,629 and the assets between \$1,500 and \$1,600.

Replying to the Official Receiver (Mr. G. H. Wakeman) the debtor said that he was compradore to the Stockton Milling Company and had been so for three years. He lost about \$70,000 while he was with Messrs. Holliday, Wise and Co. on account of his giving security for certain purchasers who subsequently failed and he was unable to recover the amount from the firm. He owed Mr. Michael \$30,000 for shares in which he (debtor) had speculated. He had no property except the furniture belonging to him and there was no money owing to him. He found himself in difficulties about four years ago.

The Official Receiver.—Yet you have been trading for four years knowing that you were insolvent?

The Debtor.—Yes.

Knowing that you could not pay your debts?

—Yes, I knew it.

You had nothing to pay them with?—No.

I understand, my Lord, that Mr. Michael would like to ask the debtor some questions as one of the creditors.

Mr. Michael.—I want to ask what your annual income is.

Debtor.—I get \$70 a month, and about \$100 commission. Between \$150 and \$170 a month.

And your expenditure?—I have, of course, to keep my family. It is about \$100 more.

What house rent do you pay?—\$75 a month and \$25 for expenses. My son helps me with the expenses.

Have you made any profit out of a certain flour merchant who was given \$50,000 indemnity on account of certain debts?

The Chief Justice.—I do not follow you.

Mr. Michael.—A certain wrong was done and \$50,000 went to this particular firm, and I want to know if debtor had any of that money or not.

The Official Receiver.—I think he means in the way of damages.

His Lordship.—In Court?

Mr. Michael.—To the firm employing him a Chinaman had to pay \$50,000.

The Chief Justice.—And you say he got a portion of it?

Mr. Michael.—No, my Lord.

The Debtor.—I did not get a cash.

Mr. Jones (writing).—In a four transaction sometimes ago which a payment was made of \$50,000 in settlement of same I did not receive a portion of it.

Debtor.—No, not a cent; that was for the firm.

His Lordship.—What firm?

The Debtor.—The Stockton Milling Co. All the \$50,000 was paid to the Stockton Milling Co.—Yes.

Mr. Michael.—You have said you have no other property either in Macao or Canton.

Debtor.—I have no other property.

His Lordship (to Mr. Michael).—Does he still owe you \$50,000?

Mr. Michael.—Yes, my Lord.

His Lordship (to debtor).—What can you pay of the \$50,000?

Debtor.—I cannot say that now. Mr. Michael was very kind to me, and did not press me at all. I don't know what I can do for him. I cannot do anything now.

His Lordship.—What are the assets supposed to be worth.

Mr. Wakeman.—Cash in hand \$1,000, and a little household furniture and some jewellery.

What are the debts?—\$43,629.

The assets a couple of thousand dollars?—Probably \$1,500 or \$1,600.

His Lordship (to debtor).—It looks very much as if you will never get a discharge. The best way to stop these kind of bankruptcies is to refuse discharges.

Mr. Wakeman.—You admit that a sum of \$50,000 is due to Mr. Michael?

Debtor.—Yes, I did not sign a promissory note to him before.

You did not enter it in your statement, which you swore to. Why did you not tell your solicitors about it?—I did.

But you did not enter it in your statement at the time?—No.

Mr. Michael.—May I ask for an adjournment *this die* We might have an adjournment for a month or so.

Mr. Michael.—Quite so, my Lord.

The application was then adjourned for one month.

SAIGON AND HONGKONG.

The English papers give some interesting particulars concerning the forthcoming visit of M. Clementel, the French Colonial Minister, to Indo-China. In an interview, M. Clementel declared, says a French paper, "that up to now no agitation resulting from the Japanese successes was perceptible among the natives of Indo-China, and that he thought them capable of becoming our partners in the defence of our colony." He went on to say:—"At any rate, though France may at a certain period have dreamed Japan's spirit of expansion, these fears are now groundless. Our relations with Japan are good. What have we to fear? With a base like Cape St. James we can shelter a fleet for several months and let the Mediterranean Fleet reach us in time of aggression and win the command of the sea for us. We are going to construct four new batteries, with turrets, to fortify the Kama Channel. We are very well organized, but it is our duty to keep good lookout all the same, and to take every measure of security and protection for the development of the defence of our colony. Work has also been carried out at the Fort of Saigon, so that we shall no longer be dependent upon Hongkong."

The *Japan Herald* understands that two of the public institutions of Yokohama are considering the advisability of having a regular supply of frozen meat from Australia and New Zealand. If the scheme is found to be practicable it is proposed to allow the public to share in the undertaking, by supplying the meat retail at lower prices than it is at present obtainable.

HOMEROUND BOUND.

ROYAL MARINE DROWNED.

THE VOYAGE OF THE "DAKTYLON."

[From Our Correspondent.]

Perim Island, 16th April.

On Friday, the 7th inst., H.M.S. *Dakylon* with time expired men from the China Squadron left Colombo and shaped a course for Perim Island. Smooth sea and pleasant breeze from S.W. prevailed, wind shifted round to E. by N. All went well after leaving Colombo, until the morning of 10th inst., at about 10 o'clock. The bugle had just sounded, summoning the crew to their guns for general quarters when the startling cry of man overboard was heard. The patent life buoy was at once dropped, the engines stopped and put to full speed astern. Both life boats were manned and lowered as quickly as possible, and by this time everyone was on the upper deck and the whistler around the neck of the invalids had jumped overboard. This proved to be correct. Private Alfred Watt, of the Royal Marines, who was suffering from disease of the brain, while taking a airing on the forecastle in charge of a keeper had broken away and jumped overboard before any one could stop him. One man managed to catch hold of him, but he quickly shook himself clear and took the fatal plunge. As only a slight sea was running, it seemed that he would be picked up but he was suddenly lost sight of and on the boats arriving only the patent buoy was found floating close to where the patient had been smoking. He had disappeared and was never seen again. Some mention was made amongst the hands of sharks, as plenty are known to infest the Indian Ocean, but it is generally supposed he became exhausted and sank to rise no more. No sharks had been sighted either did any appear subsequently. After the ship steaming in circles about the spot where he was last seen, the boats pulling about in different directions without finding any further traces, they returned to the ship and were then reluctantly informed, and the ship over the coast of Aden. Private Alfred Watt originally belonged to H.M.S. *Orford* and was sent from that ship to hospital suffering from weakness of the brain. He was taking passage home as an invalid with H.M.S. *Vengeance's* ship's company, and lately seemed to be getting more rational, although it was acknowledged the disease was permanent and his complete recovery was regarded as hopeless. At an investigation, held by Captain L. Stuart, assisted by Commander G. Gaunt, the Fleet Surgeon, and other officers, the man who was with, and in charge of, deceased at the time he jumped overboard, was exonerated from blame. A Court of Inquiry will, no doubt, be held on Saturday.

H.M.S. *Perseus* was sighted on Saturday, 14th inst., at 5 p.m., about 50 miles to the S.E. of Aden. After making her name and official number by masthead lamp she signalled bound for Colombo and Sydney, also, that the Russian Fleet had been sighted 100 miles from Singapore. It was rumored fighting had taken place, but no results were obtained. She also flashed "Wish you a pleasant voyage home."

We arrived here to-day at 9 a.m. and are prepared to coal as soon as lighters come alongside. H.M.S. *Perseus* is here. During the trip H.M.S. *Barfleur* has made a coal consumption of about 75 tons per day. Everything working well, the ship's company settled down and drilled, etc. were carried out satisfactorily. It is intended to try to gain a day on the programme to Port Said. We were actually to arrive here on 17th and so are a day early. At 10 a.m. coal arrived alongside and we are proceeding to sea at 6 p.m. to-day after taking in 400 tons coal.

BIRD-NESTING IN BORNEO.

If the German has a national penchant for stodgy sausages, the Frenchman for frogs, and the Briton for bully beef, it is only natural to expect that the heathen Chinese should adore his own particular and peculiar delicacies for certain dainty dishes. His principal favorites in this line of business consist of sun-dried cuttle-fish (tripang), the fins of sharks, and, over and above all, the treat of edible birds' nests, which to John Chinaman are the real *trifles* beyond all other delicacies. His fondness for all three points to his predilection for gelatinous and cartilaginous ingredients in the bill of fare of his daily food—when he can get them. It may be briefly mentioned that the fins of sharks are nearly allied to the fins of the shark, and are more numerous and thinner, whose cartilaginous nature is well enough known. The cuttle-fish, again, are nearly allied to the jelly-fish, so familiar to most people. But there are cuttle-fish and cuttle-fish, and they are not equally palatable to the Chinaman, as they range from the most simple forms to the more specialised varieties, even up to the voracious octopus itself. The first two of these articles of diet are much in evidence in a Chinese bazaar provision shop, while edible birds' nests are so expensive as to be practically caviare to the million, and only procurable by the more prosperous classes of the population.

It was on board ship, on my way for a rambling journey through Borneo, that I made the acquaintance of one of the officials in that remote island, who was in the service of Rajah Brooke, the absolute monarch of all he surveys in that particular territory through which I proposed to travel. After a short stay at Kuching, the village capital of the Rajah's possession of Sarawak, I found myself paying my promised visit to Mr. D.—at his inland quarters, and it was through him that I was able to get a bird's nest of the wild of Borneo.

The birds that build edible nests are somewhat widely distributed geographically, but their principal habitat is the Malay Peninsula and the islands that form the Indian Archipelago, of which Borneo is the largest, and is said, moreover, to be next to Australia, the largest island in the world—though this honour is also claimed by New Guinea, another island of the same group.

The nests are invariably found in the rifts or cracks of rocks, or in underground caves, which are frequently of great extent. The caves, however, are not the most part formed in rocks of limestone formation. They are not generally, as is usually supposed, accidental fissures in rocks, or geological volcanic disturbances, but are gradually excavated by the slow solution by water of the soluble ingredient of the rocks through the process of generations. Hence the dislocations and stalagmites to be frequently found in these caves, composed of the insoluble substances in dripping from the rocks as occurs with icicles during the continuous dripping of water in frosty weather. Hence also the fact that there is generally a stream of water running through most, or at any rate the largest, of these underground caves. This was the case with the Mammoth Caves of Kentucky in the United States, and the Jenolan Caves of New South Wales, which

I had previously visited, and such also the case with the unexplored cave which I was visiting just now. The former two of these caves are the largest underground caves in the world, as far as at present known, though the Mammoth Caves take the cake as regards size, and the Jenolan Caves of Australia as regards the beauty of their internal stalactite formations, with their strange curiosities. It is impossible, of course, to know the extent of the Borneo underground caves just mentioned, as we were the first Europeans to enter them, while our means of illumination and other equipment were of the most primitive kind. Moreover, it is not at all unlikely that there may be many underground caves undiscovered, larger than any that we are of, for the entrances of such caves are often so small as to bear no adequate relation to the size of the passages and caverns inside, and consequently manage to escape the attention of explorers.

At the time of my visit the bronze little Dyaks, as the aborigines of this part of Borneo are called, were finishing their annual occupation of gathering these birds' nests, the season for which was now nearly over. Off we went, however, with about a dozen Dyaks for guides and general company. The entrance to the cave was so small and so elevated that I had some little difficulty in reaching it, though the scrambling little Dyaks did so with comparative ease. After we had traveled for some little distance we came across the inevitable stream, which, as I said, to exist in some position or other of these great caves. The ground, which was to a great extent composed of the bed of the stream, was rough and irregular, sometimes in the form of sharp ledges and boulders, and sometimes in the way of pools and hollows, through which we floundered and blundered in the most haphazard way. The stream marked the general trend of our direction, though we frequently left it, only to meet again, as the Dyaks happened to direct our footsteps. The water in the pools and stream was, quite aside, as it was said to be in this locality which is almost exactly under the equator, and is therefore one of the sultriest climates, if not actually the hottest, in the world all the year round. Indeed everything was particularly sultry and oppressive in this underground journey of ours.

Instead of the electric and lime lights of such civilised caves as those of Mammoth and Jenolan, we were lighted on our way by torches carried by our Dyak guides, consisting of long strips of dried resinous wood kept together in suitable bundles with a movable wither around each of them, that slipped up or down at the pleasure of the torch-bearer. When the torch burnt too brightly, and therefore wasted too quickly, the wither was moved upwards, and the burning end was brought nearer together, diminishing the light and consumption by diminishing the ventilation. Whereas, when the torch was not burning enough, the bearer moved the wither, the burning ends of the faggots separated, the torch was swung rapidly two or three times, and immediately began to burn brightly and brightly. The simple Dyaks knew nothing of the reason why, yet they did like their fathers before them, as if they knew everything about the chemical law of combustion. And thus, as I said, we floundered and blundered along, very slowly and awkwardly. At last we came across a certain passage, which seemed a veritable eye of a needle, so hard it was to enter, for it led to so narrow and confined that I despaired of ever getting through it.

The Dyaks, though nearly formed, are usually, I might say invariably, of small size, seldom exceeding 4 ft. 4 in. or 5 ft. 3 in. in height; and their uniformity of size is quite remarkable compared with Europeans. This comparative uniformity of size prevails not only among the Dyaks of Borneo, but among almost the whole of the Indo-Chinese race, including Burmese, Siamese, Cambodians, and the widespread Malays that stretch along the coast of these regions. My companion, Mr. D., was also not overburdened with the mortality of flesh. The Dyaks therefore got through the passage with ease and so did I, although without very much the breach, so to speak, I fairly got squeezed, neither upwards nor downwards (for that was the direction of the passage), and there I was, suspended like Mahomed's coffin or a trussed fowl. By dint of wriggling, however, I at last found myself on the top of the passage, minus a certain amount of skin and some buttons from my tight fitting khaki coat. Still on we jogged for the best part of a mile, when, lo and behold! the caves in which the birds were breeding, and which were to be the limits of our underground wanderings.

A faint glimmer of light could be seen through a rift in the rock far above us, and a passage over this small rift, which was a sealed passage even to the Dyaks themselves, that the birds passed in their journeys to and from their nesting-grounds. Our arrival, of course, disturbed whatever birds were there, and they disappeared as best they could. Nor were there so very many of them, as at the particular time of day we paid our visit most of the birds would be foraging elsewhere. A few swishes of the different torches, with proper adjustment of the withers, and they burnt brightly for a time in our Plutonic Hall, which was an appropriate enough name for this cave in the absence of any other. And there, for the first time, we watched the Dyaks going through their gymnastics of robbing the birds' nests, with their ropes and long poles, creeping along the high ridges and ledges, in the lurid light of the torches, like unearthly spectres. It was rather late in the season for getting many edible birds' nests, and the Dyaks went with us more as guides than with the hope of making a great haul of nests. We got enough, however, to satisfy our curiosity, and that was all we wanted, besides being enlightened in the way.

The birds that build these peculiar nests are a species of swallow, not very different in size or in mode of flight from the migratory swallows that frequent our own shores at certain seasons, with the usual skimming flight, pointed wings, and characteristically forked tail. The nests consist of shallow cup-shaped cavities, truncated at one side, where they are attached to the solid rocks, high overhead, so that the nest, thing like a two-thirds segment of a circle. It is not always easy to get at them, as they are sometimes glued to the perpendicular sides of the solid rocks, high overhead, so that the nest-birds have to scale these cracks with ropes and poles to get at them. In substance they consist of an elastic, semi-transparent mucilaginous material, which is said to be a secretion, or macerated food, from the crops of the birds themselves. As robbing these nests for commercial purposes forms a part of the Dyaks' means of livelihood, and of Rajah Brooke's revenue, the birds have frequently to be killed twice or even three times during the season before they are able to hatch their offspring, and it is noted that each successive crop of nests, and consequently the beginning of the season, are brighter and brighter, with but little admixture of other material than the paternal secretion spoken of, and are consequently known on the market as "white nests." But when they are robbed, the next crop is not nearly so pure in substance, and when a third crop has to be built, the nests are found to be adulterated more and more with down and other impurities. The birds, perhaps getting tired of building, cease to be so fastidious in their work, and hence the adulteration which mar their purity and decreases their value. To that last category belonged most of those nests, which we were able to procure on this occasion, as the season was practically over, for the gathering of eggs for the market.

And so we returned from the caves, bearing our trophies with us. Nor was it indeed, without some little anxiety that I approached the passage which had already given me such a lot of trouble. Even the approach to it (on our way back) was so shallow from above, that we had to grope along on our hands and knees, which was not so much the case through the rest of the caves. And if I found it so hard to squeeze myself through this passage upwards, how much more so would it be in the reverse process downwards? It may be true that the descent of Hades is easy, yet it is not at all true that it is so easy to descend as to ascend rocks, with due regard to the value of one's neck.

The Dyaks' torches, too, were giving out. What, then, if I could not get through the passage? It was a nice lookout for me, the thought of which still gives me the creeps. However loyal my companion was likely to be, and perhaps also the Dyaks, the torches were sure to go out after a time, like the lights of the Foolish Virgins, and then we should find ourselves in the dark and under the ground too. Ugh, I don't like to think of it!

On hands and knees we crept, all at last we reached the trying ordeal. Downward I wriggled and strained as best I could. But I could not strain downwards so well as I did upwards, and it was with an immense sense of relief that I finally managed to get released from my temporary prison, and flopped down into the pool at the bottom of the passage. In due time, and with our torchlight supply still unimpaired, we all emerged safely from the underground cave, and therewith ended the episode of my bird-nesting in far-away Borneo.

—John Macgregor in *Perth Herald*.

more with down and other impurities. The birds, perhaps getting tired of building, cease to be so fastidious in their work, and hence the adulteration which mar their purity and decreases their value. To that last category belonged most of those nests, which we were able to procure on this occasion, as the season was practically over, for the gathering of eggs for the market.

And so we returned from the caves, bearing our trophies with us. Nor was it indeed, without some little anxiety that I approached the passage which had already given me such a lot of trouble. Even the approach to it (on our way back) was so shallow from above, that we had to grope along on our hands and knees, which was not so much the case through the rest of the caves. And if I found it so hard to squeeze myself through this passage upwards, how much more so would it be in the reverse process downwards? It may be true that the descent of Hades is easy, yet it is not at all true that it is so easy to descend as to ascend rocks, with due regard to the value of one's neck.

The Dyaks' torches, too, were giving out. What, then, if I could not get through the passage? It was a nice lookout for me, the thought of which still gives me the creeps. However loyal my companion was likely to be, and perhaps also the Dyaks, the torches were sure to go out after a time, like the lights of the Foolish Virgins, and then we should find ourselves in the dark and under the ground too. Ugh, I don't like to think of it!

On hands and knees we crept, all at last we reached the trying ordeal. Downward I wriggled and strained as best I could. But I could not strain downwards so well as I did upwards, and it was with an immense sense of relief that I finally managed to get released from my temporary prison, and flopped down into the pool at the bottom of the passage. In due time, and with our torchlight supply still unimpaired, we all emerged safely from the underground cave, and therewith ended the episode of my bird-nesting in far-away Borneo.

—John Macgregor in *Perth Herald*.

THE MENACE TO SHIPPING.

In an editorial on the 4th inst., the *Japan Chronicle* writes:—

The continued existence of a Russian fleet in Far Eastern waters is having some influence on Japan's trade with the outer world. Not that the Russians have done anything very alarming of late, but they have at former stages of the war shown what they could do, and may do again, perhaps, at any moment. Russia has never been a commercial nation, and naturally not apt to give much consideration to the interests of trade. Anyway, to a belligerent, such things as non-combatants are merely a nuisance, and their rights and interests are a thorn in his side. On the other hand, the presence of a hostile fleet in the vicinity of a busy ocean highway is a terror to commerce. The laws for protection of neutrals are uncertain, and Russia has earned a reputation for disregarding even the most certain.

Nobody cares to lose a valuable ship, like the *Knicht Commander* or the *Hipango*, nor to have it laid up for many weeks, like the *Calcutta*. Possibly compensation would be paid in such cases, but shipowners and underwriters greatly prefer not to take such chances. If the chances must be taken, the price runs high.

The state of affairs is not yet quite so bad as that, but it is a question how long it may be before that stage is reached. Nobody will dare ship a cargo of rice from Rangoon to Japan soon, and though Japan may, at a pinch, be able to get along without imported rice, trade will certainly suffer.

Taking all considerations into account, it is not surprising that everybody connected with ships should prefer to steer clear of waters where the Russians may be prowling about. And there is no telling how long this state of affairs may continue. The Japanese fleet does not seem disposed to force matters on an issue in any hole or corner of the Annam coast; it is not reasonable to expect such a thing. The Baltic fleet has travelled about thirty miles in fifteen days. It may thus continue meandering for months together in that region, as long as it keeps moving from one coast village to the next; there is no law to the contrary. Then, when the fleet reaches the China coast, there may be an almost endless game of delay and juggling with the ineffective neutrality of China. If Japan's patience can be exhausted, and some day she sends a fleet to the coast, Japan by simply avoiding an action. To lurk in the vicinity of trade routes, with the constant possibility of interfering with Japan's sea trade, is her soundest policy. The only question is, how long can he keep it up? Perhaps for some months longer.

A pitched battle between the two fleets could hardly end in Russia's favour. The condition of the ships must make a great difference. We need not take much notice of the conflicting stories from merchant vessels, one reporting the ships' bottoms are twenty or thirty feet under water, and quite invisible from a steamer a

THE "BALTIC" FLEETS QUESTIONS H.M.S. "HECLA" CONCERNING PRESENCE OF WAR- SHIPS.

THE FLEET AT VAN FONG BAY.

Among the many items of news concerning the movements and whereabouts of the Russian Baltic Fleet received by ships lately arrived from the south the interesting information brought by the torpedo-depot and repair ship *Hecla*, which entered port yesterday morning, has hitherto escaped attention, and might have passed unheeded had it not been brought to the notice of a representative of this journal that she has been "something" and in fact had been spoken by Volunteer cruisers off the Annam coast. Our reporter boarded the ship to-day and, after a brief interview with the first lieutenant, was introduced to Captain E. F. B. Charlton, who readily tendered all information concerning the interesting experience of his ship.

"Yes, we saw the Baltic fleet," he said cheerfully, and in fact had a very good view of the vessels as they lay at anchor.

"When and where was this?" we queried. "It was on Sunday morning last, and as near as I can remember, about half-past eleven, when we were steaming some nine miles off Van Fong Bay. We first saw a couple of Volunteer cruisers steaming just outside of the Bay, and as we were passing by one of them ran up the signal, 'Will you kindly tell us if you have sighted any men-of-war?'" To this we replied, "No news; we have seen none." The cruiser then signalled "Thank you," and steamed slowly away.

"We were not surprised," he added, "that they should signal as no doubt they expected we had sighted the Third Baltic Fleet. Of course, ever since leaving Perim Island we had been keen on catching a glimpse of the Russian fleet, but it was not until we arrived off Van Fong Bay on Sunday last that we saw anything of them. Some twelve miles to the southward, in Nhatrang Bay, we passed a French man-of-war, and this was the first battleship we sighted after leaving Singapore."

Questioned about the condition of the two Russian cruisers, Capt. Charlton replied that they were exceptionally clean and appeared to be in excellent trim in every particular.

"No, there was no coal on deck, they appeared to be in excellent trim; no disorder."

"What about the fleet inside of the Bay?" "We could not see quite so much then," he replied, "as we were some nine miles distant. Between thirty and thirty-five ships were anchored in the outer bay in three lines, the nearest ship to the shore being some two and a half to three miles distant. We could see the transports lying at anchor in the distance and could also make out a few of the torpedo boat destroyers."

"In your opinion," we asked, "were they preparing for sea?" "It would be difficult to say whether they were or were not. One line of battleships was giving very little smoke indeed, while the other two lines did not appear to have scarcely any steam at all, and what they had would probably have been raised for the purpose of running the dynamo aboard."

"Did you meet any colliers in the vicinity of the bay?" "No, not one. We steamed ahead at our usual speed and arrived here yesterday morning, and are now awaiting further news."

"Perhaps you may have another opportunity of seeing the fleet," we suggested, "and under somewhat different circumstances."

"I don't know anything about that," he replied with a laugh as he turned aside to watch an American gunboat making for the Admiralty anchorage.

A London wire, of 30th ult., says it is stated at St. Petersburg that Admiral Rodjenskiy intends to force an action in Formosa Strait. The Tsar, however, fears the possible results of such a campaign, and has consequently advised the Admiral to take a route to the east of Formosa.

A private report received in official quarters at Tokyo states that the British steamer *Macally* (No. 7), now at Hongkong, was sold to the Russian authorities on the night of the 27th ult. In the guise of a merchantman, with a cargo of ballast on board, she will shortly be ordered to cruise about the south China coast, Formosa, and the Philippines, with a view to reconnoitering the positions of the Japanese warships. Her tonnage is 332 and her speed fourteen knots.

THE SUNKEN WARSHIPS AT PORT ARTHUR.

It is stated by Tokyo papers that very good results have been obtained from the preliminary operations connected with raising the sunken ships at Port Arthur. It is expected that six out of the seven will be saved. Work has already been commenced on the *Bayan* and another vessel—probably the *Amur*, which blocks the entrance to the dock. It is stated that the injuries suffered by the *Bayan* below the water line are insignificant. This ship, it will be remembered, is a first-class armoured cruiser of 7,800 tons, laid down in 1899. Work will be commenced on the other vessels on the 20th of May and will be completed, according to present expectations, by August. Preparations for raising the Russian cruiser *Varyag* at Chemulpo are said to have been completed, and it is expected that the vessel will be hoisted all right side up on the 18th instant. It is impossible to say how many times correspondents have reported the successful raising of this vessel, remarks the *Japan Chronicle*.

NAVIGATION IN THREATENED WATERS.

The advance of the Baltic squadron has naturally affected the navigation of steamers between Japan ports and abroad. According to a local newspaper journal, difficulties are arising between the crews of owners of foreign steamers chartered by Japanese and the charterers. Recently, says the *Kobe Shimshu*, an Army ambulance was shipped by a chartered foreign steamer, when a portion of the crew objected to the passengers, and left the vessel, which was unable to sail for a time. A difficulty has now arisen between the master of the Norwegian steamer *Hing* and the Osaka Shosen Kaisha. The steamer is under charter to the Osaka Shosen Kaisha to run be-

tween Japanese ports, Korea and the China coast. The charterers decided to send the steamer to Kelong, Formosa, from Kobe on the 1st instant, but the master refused to go to Formosa, on the ground that Formosa was not a place mentioned in the charter-party. He maintains that the Japanese ports in the charter-party mean only the ports of the mainland. As Formosa is a colony or foreign possession of Japan, where special administration is in force, hearing the same relation to Japan as Hongkong or India to Great Britain, the charterers hold that Formosa ports are included in "Japanese ports" as mentioned in the charter-party. It has been agreed to decide this difference by arbitration, concludes the *Kobe Shimshu*, and the Master of the steamer has appointed Mr. Eugene H. Gill, of Messrs. Brown & Co., Kobe, as his arbitrator. The charterers have not yet appointed their arbitrator.

AGAIN SIGHTED.

Captain Koho of the German s.s. *Tunglau*, which arrived this afternoon from Bangkok and Koho, reports that on the 3rd inst., between two and three o'clock in the afternoon, he sighted 21 Russian men-of-war at Van Fong Bay, and 14 others, mostly cruisers, off "Three Kings" Point, about ten miles distant. They were cruising about, but did not signal the *Tunglau*. Captain Koho also saw a French man-of-war, about the same time, steaming from the Bay towards Saigon.

A wire from Tokyo, of 2nd inst., printed in the *Cable News* states:

Tokyo, May 2.—It is reported here, that Admiral Togo has decided, in pursuance of the naval plan outlined by the war department to avoid if possible a general engagement with the Baltic Squadron of Admiral Rodjenskiy. It is the opinion of the government that Japan has everything to lose in the event of a defeat and that the longer the Russian squadron remains in Eastern waters, without a base the easier it will be to handle when the time comes.

Naval experts who are in close touch with the war department have expressed the opinion that the proper strategy is to endeavor if possible to harry the squadron of Rodjenskiy, and to destroy with swift cruises some of the enemy's ships under cover of fog or heavy weather. The opinion is expressed here that one of two courses will be pursued by Rodjenskiy. Either he will attempt to escape north of the Philippines into the Pacific and make his way thence by a circuitous route to Vladivostok or else to capture one of the ports on the southwest coast of Formosa, where there are several small harbours, and make this a base from which to operate. The national sentiment here is intense, both government and populace realizing that unless Rodjenskiy is defeated all the military successes in Manchuria will be valueless.

Captain Hodgins, of the s.s. *Itching*, which arrived in port this morning from Amoy, reports that at about 6.45 o'clock on the evening of the 4th inst., when 18 miles N.E. of Amoy he sighted five vessels, which appeared to be battleships, but which he could not see clearly, as it was dusk and the weather was hazy. These vessels had no lights, and were not steaming though it could not be seen whether they were at anchor or not.

8th inst. The *Bangkok Times* of 25th ult. says:—The s.s. *Pravda* which arrived in Bangkok from Hongkong to-day reports having sighted the Russian Fleet in Kamrah Bay on Saturday morning. It is further stated that the Russian vessel, which was reported the other day as having entered Hongkong harbour was not a destroyer, but a torpedo-boat whose escort was, presumably, waiting outside the islands. Really!

BRITISH STEAMER STOPPED.

Captain Cameron, of the s.s. *Angola*, arrived to-day from Mororan, whence she left for this port on the 28th ult. He reports that the ship was stopped by a Japanese cruiser in the Korean Straits, Eastern Channel, and he was asked the nature of the cargo (coal) and destination (Hongkong). Upon being answered she appeared satisfied, and the *Angola* was allowed to proceed.

Captain Rolfe, of the s.s. *Yunyang*, which arrived this afternoon from Manila, states that he saw nothing noteworthy on the trip over. On passing the northern point of the Island of Luzon, of the Philippine group, he saw the smoke of several vessels, which appeared to be in some of the small bays in that part, but could not make out if they were steaming. He thought they would probably be some of the vessels sent north by the United States Government in the Philippines to watch the movements of the fleet, and prevent any attempt at a breach of neutrality in those waters.

SHIPS OFF HONKONG BAY.

Captain Bainbridge, of the s.s. *Charterhouse*, which arrived from Singapore this morning, reports that on the night of the 3rd inst., just after leaving Singapore, he saw three large vessels, apparently battle-ships, steaming in a southerly direction. It was very dark at the time and he could not distinguish their nationality. On the 5th inst. at 5.30 p.m. when some seven miles off Lone or Tree Island as it is generally known, and which is situated midway between Kamrah Bay and Honkoku Bay, he saw a two-funnel warship evidently at target practice. A little later the same evening they passed a two-funnel barque rigged ship cruising off the entrance to Honkoku Bay. At the same time an ocean tramp, probably a collier, was observed to steam out of the Bay and steer an easterly course.

WITH THE RUSSIAN ADMIRAL IN KAMRAH BAY.

9th inst. There arrived in harbour last evening a weather-stained steamer, which, had every appearance of having tramped the ocean for many a long day. Her hull was thick with rust, which had eaten into the plates and the upper part of the ship was badly in need of paint. She was the German steamer *Neumacher* which left Cardiff with coals early in the year and subsequently put into Kamrah Bay, where she met the ships of the Baltic Fleet and, after discharging her cargo, came across to Hongkong. But, very little additional information was gleaned by a visit aboard, the officers being very reticent, concerning what they saw or heard, but were certainly positive that the fleet was ready to meet Admiral Togo whenever that great naval officer put in an appearance. When the steamer left the harbour on the morning of the 5th inst. Capt. Fischer counted forty-five vessels in the neighbourhood, of which about twenty were warships. His steamer left there on Friday morning and came across to Hongkong.

This morning another rusty-hulled ship, the *Forst*, of Hamburg, crept into port flying the German flag. She had been on a similar mission having left Newport on the 18th January last with a cargo of coal. She came away to the Far East and discharged a portion of the cargo at Kamrah Bay and the remainder at Hongkong. On leaving the former, Bay she noticed seven warships and seven transports at anchor and upon arriving some fifty miles farther up the Annam coast met other ships of the Baltic Squadron. The

chief officer told a representative of this paper, soon after the ship steamed into port, that the Russian vessels were ready for sea when he left, and from what he saw in Honkoku Bay he should not be at all surprised to learn that the fleet was by this time at sea.

THE RUSSIAN CRUISER STOPPED.

Captain Roberts of the s.s. *Malman*, from Swatow, reports that he saw a Japanese cruiser in Amoy on Friday, the 5th inst.

A HONGKONG CUNARD.

When the Baltic Fleet was in the Malacca Straits, Reuters Agency in London was informed that any movements of the vessels of the British Chinese squadron from Hongkong had been made in the ordinary course, and have nothing whatever to do with the appearance of the Russian fleet.

Speculating on Admiral Rodjenskiy's movements, the *Japan Mail* remarks that it may be decided that the Russian Commander will not take his fleet into what ever that may be—until Nabegoff joins him, which means that another week of uncertainty must be anticipated. The *Alchi Nishi Shinbun* thinks that the Russian Admiral will not hesitate to abuse French neutrality, if he finds a convenient to do so. Northward of Kamrah on the Indo-Chinese coast there are numerous excellent anchorages, as Nhatrang, Binkad Honko and so forth, at each of which Rodjenskiy might put in for one or two days, waiting till French police came to warn him off. Thus it would be very possible to pass 10 days or a fortnight without any inconvenience, from Kamrah Bay to Tsushima Strait, the distance is 1,700 miles, which could be easily accomplished in 70 hours. From Kamrah to Tsuguru the distance is 2,700 miles, and from Kamrah to Soya is 3,200 miles. Thus, supposing that the squadron lingers in the neighbourhood of Kamrah, as it seems to be now doing, until Nabegoff's ships join it, it will have thereafter a 7 days' voyage to reach the Tsushima Strait, an eleven days' voyage to Tsuguru, and 13 days' voyage to Soya. From 2 to 3 days would bring it to the Pescadores.

FULL SPEED WITHOUT LIGHTS.

10th inst. Reports of the movements of detached portions of the Japanese fleet in Northern waters continue to be brought by incoming steamers. The Norwegian ship *Dagry* which entered port at half-past seven this morning reports that a few days after leaving Chongking, when the coast of Formosa a small ship believing to be a Japanese torpedo-boat destroyer was observed under full steam with all lights extinguished.

THE THIRD SQUADRON.

Captain Davies, of the s.s. *Ningchow*, which left Singapore on the 5th inst., and arrived in port at noon to-day, reports that according to signal the Third Baltic Squadron, consisting of four battleships and two cruisers and about seven colliers passed through Singapore at 5 a.m. on that day. On the voyage up he saw nothing of either the Russian or Japanese fleets.

12th inst. Capt. Sawyer, of the *Hinggang* from Wuhu, reports having passed two white painted cruisers off the Taichow group, but was unable to make out their nationality.

The *Heathbank*, from Amoy, passed a battleship and a torpedo boat five miles off Swatow on Wednesday night.

THE SEARCH FOR CONTRABAND.

NORWEGIAN STEAMER STOPPED.

ACTIVITY AT MOJI.

That the Japanese naval authorities are keeping a sharp lookout for anything in the way of contraband is evidenced by the number of steamers which their cruisers are now signalling and boarding. The Norwegian ship *Garvita*, which left Kobe early this morning, had rather an interesting experience off the Goto Islands on Sunday last and one which seems to have caused some delay to Capt. Thomassen's ship. Seen to-day, after a quiet night, the skipper told his story to a representative of the *Telegraph* as follows:—We left Moji with a general cargo on the 6th inst. and on the day following when off the Goto Islands saw a cruiser in the distance. The ship chased me for a long time and when she overhauled me I saw she was flying the Japanese flag. They signalled me to stop immediately and, of course, I slackened down "chop chop." A boat was then lowered from the warship and was boarded by an officer and two men one of whom carried a megaphone and another a couple of flags for signalling purposes. They rowed across to my ship and overhauled the papers and charts, asked me where I was from, whether I was bound, what cargo I had, where the ship was built, who were the owners and who the time-charterers. They were most inquisitive and I wondered what would be their next question. Among my cargo I had some four hundred boxes of sundries and those packages seemed to puzzle them. They could not make them out at all and wanted to have a "look see" at them, if possible. Of course, I was unable to say exactly in what part of the ship they were and so could not oblige them. Most of the cargo comprised matches from Japan and after thinking the matter over for some time the Japanese officer signalled to his ship for instructions. After a lengthy delay occupied in the exchange of signals the men went off to the cruiser and I was allowed to proceed. The cruiser in question was evidently a converted merchant ship and carried about four guns. She was painted like a man-of-war and might easily have been mistaken for such. She followed me until dark and then I lost sight of her. It will perhaps interest you to know that great activity prevails in the forts at Moji where gun practice is being carried out daily. During these operations ships are detained outside of the harbour. While in Japan I heard a report to the effect that the Japanese fleet was divided into three squadrons that in charge of Admiral Togo being at the Pescadores, another with Kamimura at the Korean Straits, and the third in Tsuguru Straits at the north off Japan.

THE "HEATHBANK'S" STORY.

AN UNSUCCESSFUL TRIP.

CARGO AFIRE.

Capt. Müller of the London steamer *Heathbank* has experienced an unpleasant trip, since leaving Barry on October 11th of last year. He had some four thousand tons of best steam coals on board and had to endeavour to run the blockade and land his cargo safely in the hands of the Russian authorities. From Barry he made for Durban, and after a short stay in the South African port steamed direct for Manila where further instructions were awaiting him. Without much delay they started for the north and were, not far out when trouble commenced. The ship steamed for the north of Japan and in company with the Austrian steamer *Slam* reached the Kamrah Strait where they beat about for some days. The officers frequently went aboard of the *Slam* and conferred regarding the best measures to adopt, it being ultimately decided that both steamers

should return. The skipper of the Austrian ship apparently had not made up his mind to do so, and the subject at the time was being discussed through the Hakodate Straits and was there captured by the Japanese. The *Heathbank* left the region of the ice and snow and proceeded to Amoy where she arrived on the 11th February last.

OUTRAGE AT PIR.

After lying in the northern harbour for close upon three months the monopoly aboard was suddenly broken by an alarm of fire being raised at five o'clock of the evening of the 22nd inst. The third engineer was on deck at this time and saw smoke issuing from hatches of the No. 1 hold. All hands turned out and every hole and corner was battened down in an endeavour to locate the fire; meanwhile steam was got up in the donkey boiler, the steam hose was fastened up and passed through a small hole cut in the cover of one of the ventilators and every effort made to drive the fire out of the hold. Shortly after it seemed as though the fire had been overcome, but a midnight threat was suddenly a loud explosion which threw the hatches into the air and set fire to the tarpaulins. As matters looked serious it was deemed prudent to call for assistance. Rockets were sent up and it was not long before the crew of the German cruiser *Thetis* went alongside and rendered valuable aid so that by six o'clock the morning following the fire was well under control. There were, then, some nine feet of water in the hold, and this has since been added to owing to the fire having broken out several times since. In fact, at the ship lay in the harbour to-day it was seen that the coal, which had been stowed over the starboard scow, was still smoking, and water has now to be pumped on the cargo twice daily until the cargo has been discharged into lighters. It will be impossible to ascertain whether the ship has sustained any damage or not, but this should not be long in being made known as it is intended to work day and night at the job.

13th inst. Captain Jenkins, of the British steamer *Drum*, which arrived to-day from Saigon, reports that when leaving that port on the 9th inst. there were three Russian transports there loading coal—for Odessa, according to report. There was also the hospital ship *Kostroma* in port. On the 10th inst., when off the Three Kings at 5 p.m. he sighted about 17 warships with a number of transports. The former were about 10 to 12 miles off the coast, while the latter, with another hospital ship, were in Kua Be Pass.

The captain of the *Shanghai*, which has just arrived from the north, states that a rumour was being circulated in Swatow, to the effect that a telegram had been received from Amoy reporting that on the night of 7th inst. five men-of-war were seen passing Amoy in a northerly direction at full speed and without light. Their nationality could not be distinguished.

FIRING NEAR HONGKONG.

A SUCCESSION OF NIGHT ALARMS.

While we are "in the midst of alarms" it is but natural that people should start from their beds and listen intently when the sound of a gun is heard booming somewhere in the vicinity of Hongkong. For two or three mornings, after the witching "oor o' twal," respectable residents who had passed their beauty sleep and were about to turn over for a second spell, were amazed to hear the sonorous boom of cannon rolling in waves over the water. Most people belong under the impression that they were awakening from a dream, refrained from talking about it next day, fearing that ridicule which comes to the "bunder" nowadays. But about four o'clock this morning, the unmistakable roar of cannon was heard, apparently many miles from Hongkong, and course it may be argued that thunder has much the same sound as that of a big gun fired some miles off, but in these days of Baltic Fleets which refuse to leave the hospitable shores of Hainan, and Annam, and Togo squadrons, which never appear, and are only heard of as flitting phantoms of the night, to say nothing of mysterious movements in the British fleet and alive imagination over all, no one will for a moment accept such a tame solution of the story. It was a gun, fired by a war-vessel; if we could only believe that it was the belligerents in action the tale could be made quite dramatic, but that would be stretching the long bow just a trifle too far. Still here we have some salient facts to go upon; for several mornings during the past week, at 1 a.m. to be exact, the sound of firing has been heard, and this morning guns were pounding away, all a.m. It may be said that the active and vigilant Vice-Admiral Sir Gerard Noel is playing at night manoeuvres in real earnest. It is true that since his Excellency came to this station there has been an access of life and energy to the fleet, but it is doubtful whether fleet manoeuvres which would involve heavy firing exercises would be carried out at this time with any one knows how many fleets in the vicinity of Hongkong. And if explanations are desired from headquarters they are always evaded; or rather "passed on." Ask the Naval Yard and they say "Try the Commodore's office." Ask that vague individual and somebody there says "Try the *Tamara*." Then there is the usual fight with the telephone girl, who cannot make out your persistent questions on the telephone exchange, and after temporising with her and exhausting your stock of compliments, you manage to get switched on to the *Tamara*. You hear a rushing mighty wind over the wire and at last a few stiff voice says "Are you there?" You shout "Yes" and proceed with a long list of requirements, why this happened, why that happened, and so on. Then comes the chilling response "Can't hear a word you say," and to crown all the telephone girl cuts off the connection, and it has all to be gone over again, with precisely the same result. The fact is nobody in official quarters admits hearing guns booming in the early hours of the morning. They were all too fast asleep; in journalistic language, "they display the utmost indifference." But still there is a haunting suspicion that "those guns were going." It would be extremely hard lines if all the fine theories which have been built up should be shattered, like the beautiful tale about mad hospitals or was it grandstands to accommodate spectators who wished to view the fight between Togo and the Baltics!

ADMIRAL ROZHDISTVENSKY'S PERPLEXITY.

Osaka, 6th May.—A Vienna telegram states that it is believed in reliable quarters that though Admiral Rozhdistvenskiy has exchanged telegrams with his home government several times the situation has greatly changed since the fleet left Madagascar, and therefore the Admiral is not only hampered by his own uncertainty as to what course he shall take, but the government does not appear to have issued any definite order. There is therefore, it is believed, no alternative for the fleet, but to speed its time in cruising in waters where no Japanese

10th inst. Under the above heading the *N. C. News* prints the following:

It appears from letters received from the South that there is quite a panic among Chinese merchants owing to the near proximity of the Baltics, a result of which the native import trade of Hainan island (Klungchow) has almost become paralysed. There also a report that the provincial authorities think that the Russian fleet, confident that the Chinese will be too weak to oppose them, will probably take possession of Samnun Bay, which has a good harbour and plenty of water. In obedience, however, to instructions from the Viceroy, Fukien, and Governor of Kwangtung, the military authorities along the coast have ordered the military authorities along the coast to keep a good look out on the Baltics and to prevent them, if possible, from violating Chinese neutrality. We understand that extraordinary precautions are being taken by the Vangzio officials, to guard Chinese neutrality.

HOSPITAL ACCOMMODATION.

12th inst. With regard to the story regarding the "Mashed hospital for wounded belligerents" appearing in our contemporaries, we learn on the highest authority that the report is absolutely devoid of foundation. The scheme for an emergency hospital was under consideration during the regime of Sir Henry Blake, and has been formed lately by renewal of the annually increasing want of hospital accommodation in this Colony in the hot months. On disease and sickness are most prevalent. As regards the belligerents, we have authority for stating that should any of their wounded seek an asylum with us, the use of our hospitals will be extended to them, whenever accommodation is available, as has been done here before, in the case of the men from Chemulpo, but not necessarily in any particular hospital.

RUSSIAN WAR VESSELS IN CHINA PORTS.

DIPLOMATIC ACTIVITY AT WASHINGTON.

The *Kokumin* publishes the following dispatch from Washington, dated April 29th:—Mr. Takahira, Japanese Minister at Washington, has made a representation to the U.S. Government in regard to the Russian cruiser *Aschold*, now lying at Woosung, in which he urges the United States to assist China to maintain her neutrality. President Roosevelt is considering the measures to be taken in compliance with the representation of the Japanese Minister.

Count Cassini, Russian Minister at Washington, has protested in regard to the action of neutral powers in watching the course of the Second Baltic Squadron, and reporting their every movement. The U.S. Government, says the dispatch, has taken notice of the complaint of Count Cassini.

The German Ambassador at Washington has dispatched a telegram to his Government, stating that the Japanese Minister at Washington believes that Germany will send a warship to Shanghai.

The U.S. Minister at Peking has been instructed by his Government to advise the Chinese Government to enforce its power of neutrality in regard to the Russian war-vessels which have been dismantled by the Chinese authorities.

THE RIDER MAIN SYSTEM.

DISTRICT NO. 3.

It has been resolved by H.E. the Governor in Council that the district described below be defined as a district within which the water supply is to be controlled by means of rider mains and that the said district be known as "Rider Main District No. 3." This district is bounded as follows:—By a line commencing at the intersection of Des Vaux Road West and Sutherland Street; thence proceeding eastward along Des Vaux Road West to its intersection with Connaught Road West; thence along Connaught Road West and Connaught Road Central to the intersection of the latter with Runsey Street; thence along Runsey Street to its intersection with Des Vaux Road Central; thence along Des Vaux Road Central to its intersection with Wing Lok Street; thence along Wing Lok Street to its intersection with Wing Sing Street; thence along Wing Sing Street to its intersection with Queen's Road Central; thence along Queen's Road Central to its intersection with Gough Street Steps; thence along Gough Street Steps to its intersection with Circular Pathway; thence along Circular Pathway to its intersection with Ladder Street; thence along Ladder Street to its intersection with Hollywood Road; thence along Hollywood Road to its intersection with Queen's Road West; thence along Queen's Road West to its intersection with Sutherland Street; and thence along Sutherland Street to its point of commencement. The line follows in all cases the centre line of the thoroughfares specified above. The following tenements shall also be deemed to be included within this district: Nos. 115-205 odd numbers (inclusive) Des Vaux Road West, No. 17, Wing Lok Road, No. 187, Queen's Road Central, Nos. 173-241 even numbers (inclusive), Queen's Road Central, Nos. 24-12 (inclusive), Circular Pathway, Nos. 102-148 even numbers (inclusive), Queen's Road West, and Nos. 2-14 even numbers (inclusive), Sutherland Street.

NAVAL NOTES.

8th inst. The surveying ship *Waterwitch* has gone out for a cruise.

The British second-class cruiser *Asra* and the river gunboats *Snipe* and *Kink* have entered the Hoang Lake.

Four stokers from H.M.S. *Ocean* were charged before Mr. C. N. O'Connell at the Magistrate's court, this morning, with assaulting Indian Police Constable No. 523, at Bay View, yesterday afternoon. They were each fined \$5. One of them was further charged with damaging a public rickshaw and was ordered to pay \$3 to the puller as compensation.

Two stokers, one from H.M.S. *Albatross*, and the other from H.M.S. *Bonaventura*, got into trouble last night through the curious desire of one of them, which took the form of an attempt to kiss Chinese constable 321, Loung Yim. Meeting the man in the street, the stoker put his arm round his neck, and attempted to kiss him. The constable pushed the seaman away, whereupon the man, assailed him. They were arrested, and when sent up to interview Mr. Hazledan this morning at the Magistrate's court, they were each ordered to pay a fine of \$3.

10th inst. At 11.15 a.m. to-day the British battleships *Glory*, *Ocean*, and *Centurion*, the cruisers *Hogus* and *Andromeda* and a torpedo boat destroyer left the Admiralty anchorage and proceeded through the Lyemum Pass to Mirs Bay.

Shortly after three o'clock, this afternoon, another British destroyer left the harbour via the Lyemum Pass, presumably to join the fleet.

11th inst. H.M.S. *Bonaventura* returned to harbour last night from Mirs Bay, to take in coal, and have some minor fitting work done here, upon completion of which she will rejoin the fleet which she left outside of Mirs Bay.

11th inst. The French gunboat *Decidua* arrived from Kwongchowwan at 7.20 a.m. to-day.

The torpedo flotilla is evidently in touch with the fleet outside as destroyers are frequently leaving port via the Lyemum Pass.

Commandant Dimuker in command of the United States river gunboat *Calliope*, which has been stationed on the West River since the commencement of the Canton-Hankow Railway, left Canton for the s.s. *Charles Harlowen* on Saturday last on his way to Cavite to take command, on promotion, of a first class cruiser at that station. A large number of friends gathered on Shamien to see him off, and he was heartily cheered as the s.s. *Charles Harlowen* steamed passed his old command lying in the stream.

U.S. BATTLESHIP "OHIO."

Cavite, May 8.—The battleship *Ohio*, Captain Leavitt C. Logan commanding, arrived at Cavite yesterday afternoon about 3 p.m. after a trip of over a month from the States. Stops were made en route at Honolulu and Guam and though it was known for some time to the naval officials here that the *Ohio* had been assigned to this station, and in fact was en route, the first official information of the actual coming of the big ship was from Guam, where she arrived at the latter place. The coming of the *Ohio* is a big addition to the United States Asiatic fleet, and Americans in this part of the globe can well feel proud of the ship that bears the name of the Buckeye States. The *Ohio* is classed in the navy as a battleship of the first class. Her keel was laid in 1899 and she is of 12,500 tons displacement; and horse-power of 16,000—Cable News.

13th inst. The French gunboat *Decidua*, has been coaling this afternoon.

The *Albatross* and a destroyer left port this morning, and at 11.15 p.m. were followed by the second class cruiser *Bonaventura*, which steamed slowly out through the Lyemum, towing what appeared to be four small lighters or pontoons.

NEW DEPOT SHIP FOR HONGKONG.

10th inst. Among the arrivals of naval ships this morning was H.M.S. *Ucla* which was commanded at Portsmouth early in March by Captain E. F. B. Charlton, for service as a torpedo-depot and repair ship on the China Station. She was recently refitted throughout, and her work-shops brought up to date. The *Ucla* formerly discharged a similar duty on the Mediterranean Station, and was in the bombardment of Alexandria on July 11th, 1882. She will be stationed permanently at Hongkong.

DEPARTURE OF THE "DUFFERIN."

11th inst. By the transport *Dufferin*, which sailed for Bombay on 10th inst., the following details left for India:—Lieut. C. H. R. Chesley, R.N., of the H. K. S. B. G. A. Lieut. A. J. Sutor, R.N., to Malia, for duty; 1 native officer and seven rank and file (recruiting party); 1 native officer and 60 rank and file on furlough; 1 and two rank and file for discharge. Six rank and file of the 10th Mahratta Light Infantry were invalided; 3 rank and file of the 93rd Burma proceeded on special leave; and 3 rank and file of the 119th Infantry on discharge.

SHIPPING JETSAW.

6th inst. The Hamburg-America line has decided to construct six river steamers of light draught for use on the river Nile.

It is notified in the *Gazette* that ships conveying Chinese passengers, under the provisions of the Chinese Emigration Ordinance, 1885, will not be allowed to carry them on the upper weather deck, between the 1st of June and 15th of October inclusive.

Mr. T. R. Nicol, second officer of the British steamer *Taming*, was found guilty in the court of first instance at Manila the other day, of interfering with a customs official in the performance of his duties and of striking guard F. Huenaventura, and sentenced to be imprisoned for three hours and to pay a fine of 100 dollars gold. Mr. Nicol's attorney gave notice of appeal to the Supreme Court and bond was fixed at \$200. When the *Taming* sailed for Cebu Mr. Nicol did not go with her, as the

the winning club and the winners of the wood will hand the prizes to the successful competitors in the various events of the noon.

CHEAP WATER SUPPLIES.

A JUNK MASTER'S SHARP PRACTICE.

Reference has frequently been made to the haphazard manner in which Chinese water junks obtain their water supplies, and only the other day the master of a water junk was prosecuted and fined for taking in a supply of water from "an unauthorised place." But it would seem that water junks are not the only offenders in this respect, and an interesting case has just come to hand. It seems that a resident somewhere in the Shau-ki-wan district was enjoying the luxury of a cold bath the other morning, and while the water tap ceased to flow, although after a while a slight trickle came down. Seeing that this had occurred before he determined to investigate the matter, and with that view descended to the basement—after hastily donning a breezy attire. He was surprised to find that a scow, one of those boats which are usually attached to a junk, was busily filling innumerable jars from another water-tap. A hopkeeper, or some one who resided on the ground floor, was called upon to explain the meaning of this transaction, and, of course, he volubly stated that the scow came from a junk on which he had some friends. Naturally he did not receive a cent for this gratuitous act of courtesy; he would not take money from his friends, but most people will read that defence as they please, and may have different opinions on the subject. At any rate the European, whose water-supply was being used in this free and easy fashion, gave the Chinaman such a scare by his threats that it is unlikely this method of making money out of the water-works will occur again. At the same time, it would be interesting to learn if this particular form of sharp practice call it what you will—is in anything like general vogue. Away on the outskirts of the city, it should not be difficult for the owner of a junk, if he timed his visits properly, to secure his water supply from "an unauthorised source." Certainly, although from a clean and uncontaminated source, at a minimum of cost. A cent a gallon to the nearest neighbour would probably ensure his temporary blindness to the ongoings of the junkmen, with the result that a plentiful supply of water would be obtained for a mere trifle. The question affects those who reside on the waterfront, and they might do well to give it their attention.

FIRE AT ST. JOSEPH'S COLLEGE.

At about five minutes in seven o'clock this morning, fire was discovered in the store-room on the second floor, of St. Joseph's College, and no alarm was at once turned in to the Central Station. The fire, it appears, broke out among a lot of lumber, roofing, and boxes belonging to the brothers of the college. The Fire Brigade, under Captain F. Lyons, immediately turned out, but on arriving at the scene of the outbreak, it was found that their services were not required, as the Brothers and some of the elder boys had already extinguished the incipient conflagration. The damages done were not expected to amount to more than about \$300, as only a few boxes, books, and mats were destroyed, besides the walls and ceiling being slightly charred. Just how the fire originated could not be ascertained, but it is surmised either that a boy went to his box with a lighted candle and used it, or else was smoking and threw down a lighted match amongst the matting.

FIRE AT KOWLOON.

Quite a stir was occasioned in Kowloon shortly before twelve o'clock to-day when it came known that a fire had broken out on the waterfront. Thick clouds of white smoke were seen rolling up close to the Hongkong and Kowloon Wharf and Godown Co's premises, and it was at first thought that one of the godowns was a flames. It soon became known that this valuable property was not even threatened as the fire was confined to a match at Tsai Tsai, situated at the foot of the small hill on which an outbreak occurred some two years ago. The Fire Brigade in charge of Capt. Lyons went across the wharf and with the aid of the Yau mai police and a couple of steamers soon had the flames subdued. It is believed that the origin of the fire was due to a person's carelessness in a quantity of coal stacked in the godown. The damage does not amount to much.

ANOTHER FIRE.

The premises No. 248 Des Voeux Road Central, were occupied by a piece goods shopkeeper until last night, but the premises have since been gutted by fire and the contents of the place entirely destroyed. On the alarm being turned in, the Fire Brigade, under Captain Lyons, repaired at once to the scene of the conflagration, but with the inflammable material the flames had made such headway, that all their energies were directed to saving the adjoining buildings, and preventing the spread of the fire, neither of the adjoining buildings being in any way endangered by the unavoidable play of water, in them to prevent their becoming ignited. The cause of the outbreak could not be ascertained, but it is believed that the ever-present "overturned lamp" was at the bottom of the trouble. Nor could the amount of the damage be learned, but the premises were insured for \$5,000 each in the London and Lancashire and Hamburg Fire Insurance Companies.

THE HARBOUR OF CANTON.

IMPORTANT PROPOSALS TO FACILITATE SHIP-ING.

By Article V. of the Supplementary Commercial Treaty with China the Chinese Government agreed to "improve the accommodation for shipping in the harbour of Canton and to take the necessary steps to maintain that improvement, such work to be carried out by the Imperial Maritime Customs and the land there to be defrayed by a tax on goods landed and shipped by British and Chinese alike according to a scale to be arranged between the merchants and Customs." It is not surprising, therefore, to learn from our correspondent at Canton that a considerable amount of speculation regarding the decision of the Chinese authorities, establishing a harbour office in that growing port has been rife for some months. Indeed, the matter should have long since passed the initial stages and by this time have been on the eve of completion. The coast inspector of the Customs, Mr. W. F. Tyler, is said to have compiled a statement in which is set forth the immediate and absolute necessities of the port of Canton for meeting the ever-increasing tonnage entering and manoeuvring in the limited anchorage. With the commencement of the fulfilment of Chinese obligations under the Treaty, by starting with the removal of all artificial obstructions on the river, the principal shipping firms having business at Canton expended large sums of

money in procuring water frontage and bunding the land purchased.

There can be no doubt that the appointment of a Harbour Master and a duly authorised berthing officer will go far towards meeting the numerous difficulties with which captains of steamers have for long had to contend. Under the present régime the system of boarding ships and facilitating the berthing of vessels navigating the extremely difficult channels to the harbour is far from satisfactory, especially when one remembers that, in some cases, where vessels have entered at night, officers who have had scarcely any experience and who, as the "boy" said, "do not know the sharp or the blunt end of a ship," go off and tell the skippers that they may make fast to such and such a berth, but can give no information as to what that particular spot is.

Another plea in favour of the establishment of such a department is the care and proper control of lights on the river. There is no doubt that the shipping fraternity have to thank Mr. Tyler for the establishment of some excellent marks in the lighting of Amoy, Point, Blake Point, and the Tide Pole, and it is to be hoped that these will receive the necessary consideration due to the importance of the marks and dangers. It may not be generally known that the Canton Harbour Office is practically responsible for the whole of the waterways from Tai-shan to Canton and from Canton to Wuchow, although of course, there are nominal acting Harbour Masters at Samshui and Wuchow. It is quite on the cards that the present Coast Inspector will at an early date give his attention to these most difficult passages of the river, where captains are at present indebted to local pilots to sustain bamboo poles on the small rocks where the tide runs at an immense rate through the narrow channels. It is proposed to put leading lights, and marks on either bank of the river in the zig-zag rocky channel approaching Doshing and Wuchow, and it is recognized that the proper lighting of the entrance to Samshui is an absolute necessity consequent on the shifting and banks. Here vessels trading on the West River are obliged, according to Customs regulations, to call in and be boarded, and as the passage from Canton takes the ordinary boats just a day's journey, including their stop pages at Kunchuk and other ports which were opened to them on the 27th February, 1905, they always enter at night, and at the time of the tides, when the water at Wuchow runs more than 40 feet, it may be imagined what rate of tide is to be navigated at Samshui, the junction of the North East and West Rivers. Yet the Customs force in its boats, at great risk to themselves, to enter Samshui and it is not in the least surprising that the proper lighting of Samshui is an absolute necessity. The proper lighting of Samshui is an absolute necessity. The proper lighting of Samshui is an absolute necessity.

ROBBERY AT THE HONGKONG AND SHANGHAI BANK.

SMART WORK OF THE POLICE.

An incident occurred recently at the Kobe branch of the Hongkong & Shanghai Bank which may act as a warning to those who have business at the bank, and furnishes an example of smart police work. According to the *Japan Chronicle*, it appears that during the morning a foreigner visited the bank and presented a cheque for \$1,500. One of the Chinese clerks received the amount from the cashier in a hundred 100 notes and a hundred 50 notes. The clerk returned to the delivery counter, but was unable to see the foreigner to whom the notes belonged. He then returned to the cashier, and asked for a description of the owner of the notes, having, however, incautiously left the money on the counter, which was protected by the usual wire netting. When the Chinese returned, the money was gone, but he believed the owner had received it and for the moment nothing more was thought of the matter. Shortly afterwards the foreign customer presented himself and asked for his money, when the cashier made that the money placed on the counter had been stolen. About twenty-five persons were at the counter when the money disappeared, but the police learned that a billiard boy was among them and had received 500 from the bank on behalf of the Kobe Club. Not long afterwards he was arrested when on the way from his father's house to the Club, having, it seems, called at his home before delivering the 500 to his employers. The man's lodgings were of course searched, when the 500, intact was found concealed in a futon.

A WAR CORRESPONDENT ON THE JAPANESE ARMY.

CRITICISM BY A CORRESPONDENT LATE WITH THE RUSSIANS.

One of the correspondents found with the Russians taken prisoner near Mukden, Friedrich von Krieglstein, has written a highly interesting article for *Neue Japan-post* on the Japanese army. To him it may be remarked, a battle scene is a piece of art, which if executed in fine style and according to the approved rules of legalised murder, gives to the connoisseur more aesthetic pleasure than the cultured playgoer can derive from the best-acted drama. However, we will let the correspondent speak for himself through the medium of translation. He remarks at the outset "at the request to write an article for the *Neue Japan-post* caused him some embarrassment. 'I followed the Russian army,' he says, 'and was captured. It would be very improper to publish in Japan what I saw of the brave but unfortunate army of the opponent. Neither am I in a position to ask a Russian censor to permit anything I may write. Finally, a Russian correspondent has the same duty as regards the keeping of military secrets as is asked, I understand, of the gentlemen who accompany the Imperial Japanese army. To this must be added the feeling of gratitude towards an army where the correspondent so far has really been treated most fairly, not in a hostile sense, but in the sense that he had full liberty to go wherever he liked, and, if it pleased him, even to be killed. In this respect really everything could be seen. Anyone who was sufficiently venturesome was allowed to see the front Russian line that he could see the opposite as much as was possible to anyone.'

With this preface the correspondent continues: "This now gives me the starting point to tell in good conscience the little I know, as far as it may be of interest for the

general reader." He sums up his views thus:—

TACTICAL OBSERVATIONS.

One of the most important and the strongest of the impressions received of Japanese tactics was the very slight visibility of positions and movements. The "void" of the battlefield was here almost ideally complete. Even a trained military eye reinforced by good glasses saw on the whole little of the opponent, who understands admirably how to utilise cover. During the battle of Mukden I was at a certain place, which was desperately contested for a long time. From this place one could see into the valley in which the Japanese advance, the drawing forward of the reserves, and the retreating of the wounded, etc., took place. But of all this, in spite of the closest observation, absolutely nothing could be seen. To this day I cannot understand how the Japanese did it. A few hundred metres from my standpoint lay the Japanese infantry, their presence only too distinctly manifested by the bullets which burst by one's ears; but scarcely anything could be seen of the enemy. Here and there one could observe an arm coming from behind a tree or part of a head looking over a fence or rock. Regular bodies were scarcely ever seen even in the attack. In the same way the machine-guns were concealed. Their rattling was always audible, but their whereabouts could not be discovered. Yet one could perceive that they were always on the alert and were ably handled. Not less well the artillery took cover. One could see the summit of an elevation where a battery was placed, but the exact position of the guns or their number could not with certainty be discovered.

Movement of the Japanese army in close formation I have never seen. Reserves were brought forward, taking advantage of every kind of cover, probably more by the use of the advance was usually only discovered by the fire being opened from a point where no movement had previously been observed. But to this rule I have seen exceptions, and the operation then usually misdirected. Batteries getting into position I have never seen. Suddenly artillery appeared on a crest where one would not have suspected their presence possible.

The infantry firing was cool and accurate. At a crisis it would become suddenly very violent, but without losing in accuracy. I liked also the workmanship of the artillery; the point of the distances well; and the exploding point of the shells was always exact. No time was lost in firing at moving objects; but, when the state of the combat required it, or whenever the battery had a good movement, firing became very rapid, one shell after another came hissing overhead, and one shot fell exactly like the other.

The strategy was characterised by continual flanking and enveloping. The Japanese have well recognized that the great line of modern guns demands concentration of firing, and that this can only be achieved by out-manoeuvring and enveloping. Often when I saw this manoeuvre I imagined myself on a German practice ground, in a certain place we were threatened from three sides by a neutral force. The Japanese are assisted in this out-maneuvring by their intimate knowledge and a thorough reconnoitring of the ground. Where this is not sufficient they attack from various sides, dig themselves in where they have had a partial success, and energetically keep up enfilading fire. As soon as the enemy shows a movement, they use sharpshooters, which proves that the artillery is attentive and that there is no lack in the plans. I have even experienced infirm firing at long distances on such occasions, much to my personal discomfort. For example, we were lying quietly in the valley and heard shots when the Japanese were yet fifteen hundred to two thousand metres distant.

Their strength they economise wonderfully. If attacked from several sides an inexperienced man would naturally think the enemy was much stronger than his own. And yet this was not the case at the point where I was placed. The enemy's strength can best be judged by the impression that four Japanese batteries were firing, and yet I am convinced there were no more than three, maybe only two. Also their infantry positions are sparingly manned, but if attacked they will fire at once, though at a disadvantage, they are determined to stand the work. This sparing employment of practically first-class troops, practically multiplies their forces. During a battle I have had moments when one could not help exclaiming: "Very good!" "Excellent!" It was a feast for the eye to anyone who is able to see with the eye of a military man. The Japanese leading mostly advances the weak point of the enemy is found, and as soon as this is discovered the attack proceeds with indomitable perseverance. A minute and correct direction of an engagement affords an enjoyment much greater than the finest theatrical performance. It was a pleasure to look upon such operations. But it would be overstepping the limits of this article to begin a treatise on present Japanese tactics; after the war books will be written on the subject. I will not conceal the fact, however, that I was in a quarter where the Japanese did not achieve any remarkable tactical successes. Probably they were there the weaker side, or it might be that they had no intention of bringing about a decision there, though a mere demonstration is usually not their practice.

GENERAL IMPRESSIONS.

When I stood captured amongst a number of Russians near the Mukden railway station, suddenly I heard about my ears. An advancing Japanese soldier, who had not seen the Russians among the trees, began to fire at us. The behaviour of our guard at such a crisis was really brilliant. They could not know at first if the firing did not come from Russians. But without excitement the prisoners were urged behind a pile of wood, while the guards themselves took a position upon it ready to defend themselves bravely. It was a small episode, but one could see that the men at once knew what to do and quickly arrived at a decision. It was a real pleasure to see such prompt and determined action. One may find promptness and determination in a war, but nothing of the sort, but half a minute at a critical moment will often tell the careful observer very much.

Another good thing noticeable was the subdued tone in which the parole was given and taken at night; one scarcely noticed the sentries, and yet they were there and on the alert. Likewise the few words of the Japanese is a good trait from a military point of view. On the evening of General Roth I was brought to the quarters of General Oyashii, who specially distinguished himself in the engagements round Mukden and received a full acknowledgement of my services from Field-Marshal Oyama. I say, I could not, for want of an interpreter, speak much else than "Watashiwa Doituu den," "Arigato," and "Sayonara," received me in his room, sitting on the Chinese kang. The room was not heated; one could see that the General's larder contained little else but rice, tea, sake, dried fish, and some Japanese dried provisions. This is soldier-like and worthy of honour. Frugality in a soldier is often a virtue, more than many other things. Respectfully I saw men on the march eating their food. Without much ado they took some rice from a receptacle and ate it either in the snow on the roadside. The food was of

course ice-cold. In from three to four minutes the meal was finished, and the march continued. That fact deserves all recognition.

The uniform of the Japanese soldier is practical. On the yellow or dirty white Manchurian soil the khaki of the caps and caps were visible only at very short distances. The yellow-grey heads of the infantry on the upper crest of trenches looked like stones or lumps of earth; the difference was only perceived when the men began to shoot. The Japanese prisoners whom I saw showed themselves dignified and grave. When they met Russian officers they saluted smartly; otherwise they were very taciturn and expressed no wishes as regards quarters, food, etc.

The order kept on the march and the cleanliness of the Japanese quarters was remarkable. Even the train columns marched evenly and in close formation. In quarters the commanding authorities were indicated by written notices, and asking for particular officers. The railway from Liaoyang to Mukden was worked in good order. The treatment and sending back of wounded was quick and practical, and the attitude of the Japanese towards the Russian prisoners unobjectionable. Once when I wished to cut a rope with which my baggage was tied, I reached out for the sword of a cavalryman who was assisting me, but he objected energetically to such an unworthy use of his weapon. "Japanese sword, enemy only," he stammered excitedly. This pleased me.

Less was I pleased when—and that happened nearly every day—officers assured me that they abhorred war, and that the Japanese people felt likewise. Very unconvincingly, said they, had the Japanese decided to fight. Granted, I will not here go into the history of events. But many details in battle have shown me that the Japanese enjoy it passionately. Some phenomena would be inexplicable if one did not presuppose the intention to defeat the enemy, to bluff and deceive him. To the Japanese it is a pleasure to fight, and mortal combat is fun to him. I can understand this. But with my simple German understanding I cannot comprehend why they so eagerly assert the contrary; all the more so as nobody can believe them. I once said this to an otherwise very nice officer. "Why these excuses?"

To be brief, I can only say that what I have seen of the Japanese army in battle and other conversations has greatly interested me. They have opened a new era of tactics and strategy, which will not be without influence on the armies of the world. I believe that soon after the war officers from all countries will come to Japan in order to study the art of war at its source. Japan will no doubt be asked for instructors, but not only by China. There is no doubt, also, that Japan will meet such wishes after the maxim that great position imposes great obligations.

After being captured prisoner I had the honour of being received on March 15th by General Oku, the leader of the second army, and on the 15th by the Chief of the General Staff, Baron Kodama. On both occasions the conversation lasted considerably longer than under similar circumstances is usually the case.

General Oku is a most amiable man of attractive appearance. At the first glance one sees in him the grave warrior and campaigner. After the exchange of the usual phrases, however, the conversation began to drag, notwithstanding that at table a more animated tone easily arises. To speak on military subjects, especially on the present position of the war, he could not be induced at all. He said his history would be written. He did not give evasive replies, but said straightforwardly and frankly that on this or that he could not give any answer. One recognised the warrior who, as at Kimchow and Liaoyang, goes straight to his aim.

Baron Kodama is of an entirely different type. "Vivacious, lively, communicative as he is," one needed not to ask him anything. He began to talk of his own accord, and conducted the conversation most pleasantly, so that one only needed to listen. I found it very interesting to interview a General in the midst of victory; one has not often such an opportunity. I told myself that Kodama would know what it was to be a journalist is spoken to the public, and that he would not part with dangerous secrets of State, but I was nevertheless full of curiosity as to what he would hear. This brings me to a point where to continue my story is difficult. My impression of his remarks was: "I was well served by his strategy; his intention was to transport us into wondering admiration, whereof of course it was emphasised that this was undertaken and conducted this way with the greatest unwillingness. I had come with the firm determination to straightaway believe everything the General might say. But I found it quite impossible. A General relishes such days as were accorded to Kodama last March; he lives a tenfold life through them; they are the sublimity to his life. Baron Kodama was happy; he was in his element—and yet his speeches all the time sounded as if he had no wish for the bitter necessity of acting the Field-Marshal—that is, to live his life, to make himself a name, to posterity. 'This terrible war,' he said, 'this glorious war,' he only can have thought. It may be that I judge wrongly. It is possible that we live in a time where not only the diplomat but also the Generals of an eminently aggressive and warlike nation must even in the middle of action bleed the soft flute of peace and humanity. Nevertheless General Kodama made a very strong impression on me. He looked ten years younger than when I saw him last year in Tokyo—a clear proof how well this distasteful war agrees with him. He is one of the few Japanese with whom I was able to get on in conversation.

What I have seen of the Japanese Army in the field has greatly interested me, and the greater part by far I found excellent. One sees everywhere solid, good, correct work; good organization, high tension and initiative. It is yet too soon for a conclusive valuation of its performance, which also would surpass my powers; but in case the criticism can only be very flattering for Japan's Army. Summa cum laude.

THE ADVANCE IN PRICES.

FOODSTUFFS IN JAPAN.

The *Osaka Mainichi* observes that since the commencement of hostilities between Japan and Russia, the price of foodstuffs has considerably advanced, and says this is accounted for by the demands of the army at the front and by the decrease of production. The support of the Russian prisoners must also be accounted responsible in some degree.

The *Osaka Journal* mentions a few instances of the advance in prices. Beef, which was ruling at about 85 sen per picul, was now ruling in Osaka, began to rise rapidly following the outbreak of war, as cattle and fatted beef were sent to the front. In August last the rate rose to 14 sen, and now it is 23 or 25 sen, while the work of tinning beef has been suspended, as it does not pay. During the time this industry was in full swing, the demand for beef in Osaka alone amounted to about

30,000,000 lbs. a month, representing about 7,500 head of cattle. But the neighbourhood of Osaka was soon cleared of cattle, and beef has now to be brought from Awaji or Noto province. The same state of things prevails in Tokyo, and cattle are sent to the capital from Tamba, Tango, and Tajima (Hyogo prefecture and Kyoto-fu). The arrival of Russian prisoners in Osaka greatly increased the demand for beef, about fifty head being consumed daily by the Russians.

The present is the season for bamboo shoots, the price of which at this time of the year is about 10 sen per kwamme, but it is now ruling at 16 sen. The high price of beef and fish has affected the price of other foodstuffs. Another cause for the advance is that this edible is tinned and sent to the front in considerable quantities. The demand for this foodstuff in Osaka alone for tinning purposes amounts to about 50,000,000 lbs. per day.

The mobilisation of fishermen for military service has resulted in the decrease of fish on the market. It is stated that the constant navigation of steamers, in consequence of the increase of shipping, along the coast of Japan, has driven the fish out to sea. As this is the case, arrivals in Osaka have sensibly fallen off late, resulting in a remarkable rise in the price of fish. Results made on the coast of Korea and Kyushu are sent directly to the front, and are largely tinned in the fishing districts. Eggs have also made an upward leap. The poultry business in the interior has greatly decreased, as it has been given up by the farmers on account of the war. Eggs are a favourite article of diet in the military hospitals of the Russian prisoners. In Osaka some 120,000 eggs have been purchased by the Hamamatsu prisoners' depot authorities since the 25th ultimo, and in consequence the poultry business in the neighbourhood of Osaka, which was not very flourishing, is now being revived.

MOVEMENTS OF THE U.S. FLEET.

The vessels of the American fleet yet at Cavite will, it is understood, be dispatched to different points on this station within the next few days. The cruiser *Raleigh* was scheduled to leave Cavite on the 3rd for Shanghai, while the *Oregon* will proceed to the Philippines, as the *Albatross*, which is yet at Olongapo. The naval transport *Zafra* was said to be scheduled to sail for Bremerton, Washington, on the 15th instant, while the big battleship *Ole* was to arrive at Cavite on the same date. Rear Admiral McCalla, who it has been stated all along was to come to this station on the *Ole* and assume the chief command of the Asiatic fleet, is not aboard, and naval officials are all at sea concerning his actual assignment.

A great deal of interest is manifested and speculation in life, as to whom the department at Washington will assign to command the cruiser and Philippine squadrons. Both of these require the assignment of a staff officer and just who the two rear admirals will be is as yet a matter of conjecture.

The *William* is laid up indefinitely for repairs, while her sister ship the *Albatross* is liable to prove a total loss to the government owing to her bottom having been sprung. She was recently put out of commission at the Cavite yard, and a report of her injuries forwarded to Washington. The torpedo stilt at Cavite, with the exception of one vessel at Cavite, making its headquarters at Malapaya sound, island of Pangasinan. There these tiny vessels have proved such a factor in modern warfare, are to stay indefinitely. Six months stores are said to have been shipped to them from Cavite. The cruiser *Cincinnati* is at Cavite and is understood to be acting as a base of supply to the marines who are guarding the American legation in Seoul, Korea. Most of the naval people are hoping that the government will strongly reinforce the strength of the United States Asiatic fleet, in comparison with the naval strength of the other great powers. It is the opinion of most people in the naval branch of the service that Rear Admiral Evans' recommendations on this subject when he was in command of this station, will eventually be carried out, but when? That is the perplexity, says the *Callan*.

With the three new battleships of this station, the battleships of the Asiatic fleet, *Oregon*, *Albatross*, *Ohio*, *Kentucky* and *Iowa*, will equal any foreign fleet in the east, says the *Manila Times*.

The only thing which can make the United States navy in eastern waters take low rank in any international affair, is that lack of a vice-admiral. The French and British fleets are both commanded by vice-admirals, who both rank with the fleet commander of the United States.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of yesterday's date, Messrs. Benjamin, Kelly and Potts state:—The market has ruled quiet during the past week. Although several stocks have changed hands, it has been only in small quantities, but prices on the whole have been fairly well maintained.

Banks.—Hongkong and Shanghai Banks have ruled very firm and have changed hands to a small extent at 577. The London quotation is £80. Nationals remain in demand at 537.

Marine Insurance.—Cantons have jumped to 530 and are wanted at the rate. China Traders continue in request at 57. North China are inquired for at 52. Unions have been placed at 650, 605 and 700 and close with sellers at 605.

Fire Insurance.—China Fires are still on offer at 55. Hongkong Fires have been done and further shares are obtainable at 50.25.

Shipping.—Hongkong, Canton and Macao Steamships have advanced and can be placed at 265. Indo-China have improved their position and are in demand at 125 after sale at the rate. Douglas Steamships and China and Manilla are unchanged at last quotations. Star Ferries have found buyers at 37 and 38 for the old and new shares respectively. Shell Transports have been booked at 22/6 and close in further request. Shanghai Tugs (ordinary) are wanted at 115. 55; there are sellers of the preference shares at 115. 50.

Refineries.—China Sugars are offering at 524. Lungs have been aggregated at 37 and are now inquired for at 37.5.

Mining.—Chinese Engineering have been taken off the market at 115. 75. In Raubs, business has been transacted at 53.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been disposed of at 2303 and 2304 at which latter rate more shares are procurable. Farnham weakened to 115. 124 and shares were sold at this price, but at the close the market is firmer with buyers at 115. 144. Kowloon Wharves are obtainable at 105. Hongkong Wharves have been parted with at 115. 187.

Lands, Hotels and Buildings.—Hongkong Lands have been dealt in at 37 and 38. Shanghai Lands are reported sold at 115. 126. Hongkong Hotels have risen to 114 and are wanted. Humphreys Estate remain firm with inquiries at 67.

Cotton Mills.—Hongkong Cottons have changed hands at 116. In Shanghai, sales are reported of 200 at 115. 98. Other stocks under this heading are unchanged.

Cigar Factories.—Sumatra have been placed at 75. 60. Miscellaneous.—Green Island Cement have been done at 265 for the old and 165 and 17 for the new shares. Sales of China Providents have been effected at 384 and 100 have found buyers at 524. Steam Water-boats have changed ownership at 18 and 17. Langkats have dropped to 115. 35 at which rate transactions have taken place in the North.

Advices from Shanghai, dated 9th inst., state:—Business reported.—Farnham, Boyds at 115. 150 for July, and at 115. 104 for September. Lang-Kung-Blows at 115. 40. Astor Houses at 52. Lands 6 per cent Deb. at 115. 97. Business reported direct.—Shanghai and Hongkong Wharves at 115. 190 for July. Tugs "Ord" at 115. 57. Farnham, Boyds at 115. 187 for August. Lands at 115. 115. Langkats at 115. 240 cash, and at 115. 355 for October. Astor Houses at 52.

FRAIGHT.

In their circular, dated 6th inst., Messrs. Lamck and Rogge state:—While northern reports are of an encouraging character, continuing to describe the position of the freight market as being firm in most directions, there has been little doing in the south since writing last under date of the 22nd ultimo.

Saigon to this, with next to no demand, a few engagements have been concluded at 12, 12 and 10 cents per picul. Chartering in this direction has to a certain extent been adversely affected in consequence of Insurance Companies having for a time raised their rates on cargoes hence to Japan, a factor which has temporarily proved prohibitory to fresh contracts being entered upon between the importers of Saigon rice and Japanese buyers. The fact, however, of rates having been brought on a lower basis again, and the local market having improved quite lately, will in all probability lead to a resumption of chartering business.

The continued demand Saigon to Philippine ports for quickest possible loading, alluded to in our last report, has not resulted in further settlements, no more prompt boats being procurable. After the heavy imports of last month a reaction has of necessity set in, and from present appearances it may not be until the beginning of June, that fresh inquiry will show.

No change of any moment has meantime taken place in other directions, as far as the Southern market is concerned.

Quarantine of 12 days' voyage included, is imposed at Saigon, since the 28th ultimo, upon all arrivals from Amoy. As for Yangtze freights, Shanghai advances state that the market maintains a very firm tendency, and that the crop is plentiful. The bulk of the shipments has naturally been carried off by the liners, but the latter not being able to entirely cover requirements, reports have it that already some chartering has come off up north, and as the demand for space is likely to remain strong for some time, there is every reason to believe that outside tonnage will continue to pick up a share. Latest quotations are: Wuhu to Canton and Chinkiang to Canton 32 caudarens, Wuhu to Swatow 24 caudarens.

High prices of beans and beanseeds and the extensive exports to Japan still stand in the way of business from Newchwang to the south. Turning to coal freights, business from Japan, owing to the great scarcity of supplies, continues slack. Mollie to Hongkong has been done at 52.50, Kutchinotsu to Hongkong at 51.75. Hongkong to Chinkiang, a charter is reported at 32.5, and Hongkong to this a boat obtained at 17.5.

On monthly terms, three fresh settlements are on record.

Sail Freights.—Nothing done. Sail-transport loading or to load.—For Baltimore and New York. American ship *A.G. Robt.*, arrived 6th March. Disengaged.—British bark *West York*, 720 tons. British ship *Travancore*, 2,200 tons. Departures.—American ship *S.P. Hutchins*, April 30th, for Manila.

THE FORTNIGHTLY REPORT.

Indian Yarn.—Since our last advices of the 21st ulto, the market has passed a rather quiet time. Chinese dealers have been less active by reason of the gradual rise in exchange and imports being on the increase. During the interval settlements have been small and in some cases rates have fallen. Holders are anxious to close sales as usual, but the Chinese confine operations to immediate requirements only. Sales aggregate to about 3,500 bales. Shipments to Shanghai and coast ports of about 4,500 bales. Unsold stock is estimated at about 40,250 bales. Arrivals 10,150 bales.

Japanese Yarn.—Heavy imports have tended to limit sales to about 100 bales of No. 424 at 178.

Chinese Yarn.—100 bales of No. 102 have changed hands at 160.

Bengal Cotton.—About 450 bales have found buyers at about 121 to 123. Stock about 6,000 bales. Closing rates at 123.

Chinese Cotton.—No sales reported; stock about 200 bales. Quotations are 122 to 125.

Malwa Opium.—Sales are reported of about New 25 chests at 1160 to 1180 per picul.—Old 15 chests at 1225 to 1240 per picul.—Older 6 chests at 1250 per picul (very old) 4 chests at 1350 per picul. Stock 1050 chests. Uncleared 350 chests.

Patna Opium.—Sales are reported of about 25 chests at 1180 to 1240 per chest. Stock 150 chests. Uncleared stock 500 chests.

Bombay Opium.—Sales are reported of about 15 chests at 121 to 123 per chest. Stock 845 chests. Uncleared stock 450 chests.

Persian Opium.—Sales are reported of about 15 chests at 1200. Stock 1702.

Exchange.—We quote today on India at Rs. 139 1/2 (T.T.) Rs. 140 (Post) on London 12. 10 3/4.

Campbell Oil 30 to 32 1/2
Castor Oil 15 to 15 1/2
Fennel Seed Oil 12 to 13
Rice Oil 6 to 7 1/2
Bamboo Oil 35 to 40
Beans 3 to 4
Campbell (China) 12 to 13
Campbell (Formosa) 13 to 14
Cassia 15 to 16
Cloves 10 to 12
Kitties 10 to 12
Ivory 200 to 750

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Hongkong, 1st April, 1905.

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Hongkong, 17th April, 1905.

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The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 13, 1905.

MACAO-CANTON RAILWAY CONVENTION.

On various occasions we have referred to the amazing Convention signed by Senhor Castelo Branco, acting on behalf of the Portuguese Government, and the Chinese Government on the subject of the construction of a railway from Macao to Canton; and now that the Portuguese Parliament is sitting and the question is before the country, it may not be out of place to consider some new aspects of the Convention which have appeared as the result of a virulent newspaper controversy in Lisbon over the (alleged) Convention, and into which the *Hongkong Telegraph* has been dragged. In the first place, it should be borne in mind that this Convention now before the Cortes is not the first of its kind. Shortly after the Boxer trouble Senhor Castelo Branco was appointed to arrange with the Chinese Government the terms of the delimitation of Macao; and to secure a concession for the building of a railway to connect Macao with Canton. The idea was so commendable and seemed so simple that nobody considered there would be the slightest difficulty in arriving at a satisfactory conclusion; but that only showed how they had failed to realise the brilliant incapacity of Senhor Castelo Branco. When the Minister returned from China, and presented his wonderful Treaty to the Portuguese Government, it bristled with so many blatant absurdities that it was unanimously cast out, and the Government refused to ratify it at any cost. That did not affect the great and only Senhor Castelo Branco, nor does it seem to have affected his admirers; for His Excellency was again appointed to proceed to China in order that negotiations might be re-started for the conclusion of more satisfactory conditions under a new Convention. For the second time, then, at great expense to his Government, Senhor Castelo Branco embarked on his mission to China, and he succeeded in drafting another Convention with the Chinese Government. So satisfied with the terms of the new agreement were the Chinese officials that they must have chuckled in their long sleeves at the simplicity of the guileless and unsophisticated Portuguese Minister. This was not the descendant of those old-time heroes who wrested kingdoms from all parts of the world by force of the sword or by their agility of brain. Here was a Minister after one's own heart, who saw no spots on the sun and understood diplomacy to mean something like the conferring of benefits on the other party without hope or wish of a *quid pro quo*. It was an important task which had been assigned to Senhor Castelo Branco, but he finished it blithely, and it was only when some ill-mannered outsiders reviled him and his work, called him an imbecile, incompetent and fatuous, that his pleasant dream of being recognised as a sort of saviour of his country, and of Macao in particular, was shattered, or at least shaken; for no one could hope to demolish the self-complacency of the gallant Senhor or his hypnotised supporters. It was two years ago when the Minister came out to China, and about the end of last year the texts of the Treaty and of the Railway Convention were reproduced *verbatim* from the Shanghai papers in the press of this Colony, not excepting our local Portuguese contemporary. As the question of the Macao-Canton railway affected—or was considered to influence—in no small measure the commercial interests of this Colony, provided the enterprise was brought to a successful issue, we gave to it more than the usual prominence which would otherwise have attached to a mission so little creditable to the official in charge of its success, and to the European element in general. As we have submitted before, there can be no question that the Convention proposed to reduce the citizens of the Portuguese Colony—whose interests, Senhor Branco was supposed to protect and promote—to a blind subservience, subject to the beck and call of the Chinese Government. In other words, instead of "one king, one flag" the Portuguese interested in the railway, would under this extraordinary Convention, have become nominal Chinese subjects living, however, under the protection

and rule of King Carlos. A more anomalous and absurd proposition was never suggested, yet Senhor Branco calmly agreed, apparently, with the Chinese representatives that he saw nothing ridiculous or lopsided in it. It would be futile now, after having previously commented on the sublime faculty which acquiesced in the arrangement whereby everything was in favour of the Chinese Government and nothing left for the concessionaries of the Portuguese Colony even if the railway was laid down, to go into the Articles *seriatim*. Chinese diplomacy had outwitted and hood-winked the simple Minister Branco, and there was nothing left for him but to consider himself an exceedingly smart fellow, and present the draft Agreement to the Cortes, where, no doubt, he would be fêted and feasted. We have pointed out, however, how derogatory to his Government and to his compatriots were the terms of the Convention, and we urged that the Portuguese Chamber of Deputies would do well if they rejected the Convention absolutely and utterly. Nor were we alone in our denunciation of an Agreement so idiotic in its conception on the part of the Portuguese official. Our local contemporaries had some trenchant criticisms on the subject. So also, had one of the Shanghai papers; while the local Portuguese organ, *O Porvir*, had several scathing and biting articles, which all bore out the correctness of the attitude we had assumed in respect of the Convention. It would appear that every number of the *Hongkong Telegraph* dealing with this question was forwarded to Lisbon, carefully collated, and translated. By the last mail from home we received a batch of Portuguese papers in which the articles from the English press of Hongkong were reproduced in the columns of the Portuguese Republican journal, the *Vanguarda*, and in thirteen open letters to that paper by Mr. F. Marques Pereira (who, by the way, holds a high position in the Department of Marine and the Colonies), the Portuguese Minister's mission to China was made the subject of unfavourable and unsparing criticism. The 'Macao-Canton Agreement' received special notice, and the trenchant comments of that able and erudite writer expresses public feeling in the Portuguese metropolis as regards the result of the mission, which was so miserably carried out by the representative of the Portuguese King and his countrymen. This writer's communication on the subject of the Macao-Canton Railway Agreement came at a most opportune moment. The Cortes was on the eve of re-assembling on the 6th ult., and it was essential that the Deputies, as well as the people generally, should understand the question at issue. That Mr. Marques Pereira has succeeded in giving effect to the protests against the ratification of the Convention, there cannot be the slightest doubt; for, if public opinion can be taken as any criterion, Minister Branco is the subject of popular ridicule. The ludicrous position of the whole affair is attested when the defence of Senhor Castelo Branco's pet Agreement is taken up by the Progressist journal, *O Popular*. In that lively print, there is a violent tirade directed against all those who have dared to criticise, even by the raising of an eyebrow or the suspicion of a smile, the precious Agreement, with all its beautiful Articles, converting good Portuguese citizens into moderately bad Chinese. The writer in *O Popular*, in the course of his laboured effusion, does not seek to refute the arguments adduced by the opponents of the burlesque Agreement, but, like the proverbial lawyer with a bad case, he resorts to "abusing the other side" with all his might and with all his power and with all his strength. He fails to see a single evil point in the Agreement, and in fact, the Minister Branco might well cry, "Save me from my friends," for his advocate for the defence only emphasises the unsuccessful character of the mission to China. The abuse is of so personal a character that we deem it *infra dig* to employ the same unsavoury terms in replying. It is sought to show that access is gained to the columns of the British press by nondescript of a character who, if the writer in the *O Popular* is to be believed, are of the gutter-snipe type, common amongst the riff-raff of the large cities of Europe—Lisbon included. We enter into the realm of personalities when we intrude ourselves upon public attention to disclaim *in toto* the puerile allegations of the Portuguese journal; but to show that our articles were prompted by no personal animus, but were honest and sincere criticisms, dictated by a correct view of the inequitable terms of the Convention, we may recall what one of Senhor Branco's *confidants* in China wrote to his Government with reference to the Treaty which had been concluded. In that official communication he said, in effect:—"The Railway Convention concluded by Portugal will be a dangerous precedent, in relation to the Chinese Government, to European commercial interests. If the terms be acquiesced in without protest." That indicates the opinion which has been generally formed in the East as to the ineptitude displayed by Senhor Branco, when, for the second time, he was supposed to preserve and safeguard the in-

terests of his nationals as the Minister Plenipotentiary to China. The *Hongkong Telegraph* has achieved a larger measure of importance in the eyes of the Portuguese Parliament than the *Popular* would seek others to believe; for when it endeavours to revile our articles, it is with all the more pleasure that we discern in the columns of the Republican journal the defence on our behalf so ably directed by Mr. Marques Pereira. In the words of a local gentleman, who has been associated with various Chinese officials in the matter of railways, to a representative of the *Telegraph*—who, by the way, was responsible for the previous article—the terms of Senhor Castelo Branco's Convention were entirely unworkable so far as the Portuguese were concerned. We can only trust that the second Agreement having been thrown out, Senhor Castelo Branco will be allowed to rest from his labours as a diplomatist in China, and that if a third visit to China on behalf of Portugal is decided upon, he will be allowed to remain in peace at home, enjoying the solitude of a well-earned retreat.

LOCAL AND GENERAL.

LIEUT. E. G. BARRETT has resigned his commission in the Hongkong Volunteer Corps.

THREE cases of plague, one of which terminated fatally, have been notified since noon of yesterday.

THE next Criminal Sessions of the Supreme Court will be held on Thursday, the 18th inst at 10 a.m.

JEMADAR Muhammad Khan, of the 129th Baluchis, has been appointed honorary aide-de-camp to H. E. the Governor with effect from the 8th inst.

WE have received the report, accounts and balance sheet for last year of The London Assurance for which Messrs. Arnold, Karberg & Co. are the local agents.

MR. Thomas Neave has been authorized by H. E. the Governor to be a surveyor of boilers of unlicensed steamships under 60 tons burden, vice Mr. John Lambert, resigned.

A DRESSY statue for Hongkong; the Prince of Wales in Naval uniform, is the title of a reproduction of a photograph of H. R. H. in a recent issue of the *Illustrated London News*.

A GANG of twelve tough-looking Chinese coolies started a fight with sticks and stones at West Point last night. They were arrested, and each of them was fined by Mr. Hazlewood \$10, or two weeks.

IN September next, classes will be formed at Queen's College, Hongkong, for a higher course of education than is at present provided in class I. For the sake of distinction, these classes will be called the collegiate course. A commercial course will be first instituted, and a scientific course will be inaugurated as soon as a sufficient number of students offers.

LAST night about eight o'clock a Chinese woman went to change \$80 from paper to coin, at a money-changer's in Queen's Road Central. She tied up her change in a handkerchief and was returning home with it, when a man rushed up behind her and, snatching the bundle, made off and was lost in the crowd. The woman reported the matter to Inspector Gourlay and inquiries are now being made.

GOVERNMENT notifications have been issued to the effect that the street along the west side of the new harbour office, lying between Wing Lok Street and Connaught Road Central, will in future be designated Rumsey Street, and the road running from Des Voeux Central in Connaught Road Central in continuation of Wing Wo Street will be designated Wing Wo Road.

AN Order by His Majesty in Council amending the procedure to be followed in England in appeals to H. M. in Council, is printed in the *Gazette*. The object of the Order is, on the one hand, to supply a method by which an appellant may set down an appeal *ex parte* without having to take out appearance orders against a non-appearing respondent, and, on the other hand, to ensure the respondent's having ample notice of the appeal, and a reasonable time within which to appear.

OWING to difficulties that have arisen in connection with the attestation of signatures to documents executed in the Colonies and required for use in England, it has been officially notified that persons who may have occasion to send certificates, powers of attorney, judicial acts or other documents for legal use in the United Kingdom should have these documents authenticated in this Colony by the Governor, as the Secretary of State for the Colonies is not prepared to certify for legalisation any signature except that of the Governor.

AT about half-past three o'clock this morning, as Lance Sergeant Evans was going his rounds, he saw two men come up Victoria Street with a load of pork for the market, but finding the market not yet open, they dumped the meat on the path-way, and went off for more. As Sergeant Evans approached he saw a number of rats emerge from the gutter, and commence a rare feast on the fine fat meat. Seeing this, and knowing the meat was to be placed in the market, and sold for human food, he lay low and watched for the return of the "dumpers" and was not long before he had them under arrest, and the meat removed with them to the Central Station. When the Court opened this morning Sergeant Evans placed the men and the meat before Mr. C. J. Crome, when the former were fined \$10 each for exposing meat intended for human consumption uncovered in a public thoroughfare, and the latter meat was ordered to be destroyed.

PRAYA EAST RECLAMATION SHELVED.

MEETING OF MARINE LOT OWNERS.

A meeting of the marine lot owners interested in the Praya East Reclamation was held on the Old Chamber of Commerce Room, City Hall, Hongkong, this afternoon. Hon. Sir Paul Chater presided and among the others present were the Hon. Mr. C. W. Dickson, Messrs. A. J. Raymond, A. Rodger, W. H. Potts, A. S. Hooper, H. N. Mody, A. N. Mody, A. H. Ough, Lee Shun Fan, Chow Hing Kee, Cheung Hong Hoon, Wing Kee, Kwok Chick, See Yat, Yong Chew, Kwok Lai Ting, Tam Yuk, Lee Wan Po, W. J. Winterburn, A. Runjhan, and E. Shellim.

The Chairman, having read the notice calling the meeting, and having stated that all marine lot owners had been notified by circular that the meeting was to take place, said:—Gentlemen, as some of you here this afternoon were no doubt not present at the meeting held on the 17th April, 1901, it may not be out of place, if I gave a short resume of what has taken place up to the present, which will at the same time serve to refresh the memory of those who attended the meeting. The proposition of a Praya East reclamation was originally made by me to the Government so far back as the 12th June, 1900. The scheme as then set forth was not, however, acceptable, the Government contending that the terms proposed were unduly favourable to the lot-holders, and asking for an equal division of the value of the land reclaimed after deduction of the expenses of reclamation. To this I could not consent unless on their part the Government would consent to include in the cost of reclamation the compensation that would undoubtedly be claimed by marine lot-holders for loss of rental, etc., on their existing lots during the progress of the work, and for the diminished value of these lots on conversion into inland lots, and I suggested, as an alternative, a further extension of the reclamation by another 75 feet to be added to the strip of land reserved for gardens, making the depth of the reclamation 520 feet instead of 445 feet as originally proposed; and a payment to the Treasury by the marine lot holders of a premium of 25 cents per foot on every foot of building land to be leased to them. To this the Government replied that they were prepared, provided you assented, to recommend to the Secretary of State the general acceptance of the scheme, subject to certain conditions (set forth in their letter to me of the 12th February, 1901, and laid before you at the meeting of 17th April, 1901), and to any modification the Secretary of State might deem necessary. The position of affairs was then placed before you at the meeting held on the 17th April, 1901, and you will remember that the following resolutions were then put and carried unanimously:—

1st.—That the proposals for the Wanchai reclamation embodied in the correspondence between Mr. Chater and the Government, published in the local papers be accepted in principle and Mr. Chater is hereby authorised to forward this resolution to the Colonial Secretary.

2nd.—That the holders of lots fronting the sea authorise the Government to proceed forthwith with the preliminary surveys and plans and undertake to contribute in proportion to their marine frontages to the expenses incurred by the Government in so doing.

These resolutions were on the 20th April, 1901, forwarded by me to the Government, as per my letter of that date, which was at the time published in the local press. Since that date, I have until now had no further communication from the Government bearing on the scheme, except one of the 29th July, 1901, merely raising the questions of why certain inland lots should come into the scheme. I have now to read to you a letter received by me from the Colonial Secretary dated the 29th March, 1905.

Colonial Secretary's Office.
29th March, 1905.

Sir,—With reference to your letter of the 23rd August, 1901, and to previous correspondence on the subject of the proposed reclamation in front of Praya East, I am directed to inform you that after much delay caused by correspondence with the Naval and Military Authorities concerning the boundary of reclamation on the West side and with private owners concerning the boundary on the East side, and by the consideration of suggested alternative plans for the reclamation itself, the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plan should be carried out by Government on behalf of the Marine lot-holders subject to the conditions A, B, C, D, E, F, G, H, I, J, detailed in my predecessor's letter No. 328 of the 12th of February, 1901, and to any modifications of or additions to the same that the Secretary of State for the Colonies may deem necessary, and to the payment as premium by the Marine lot-holders of 25 cents for every square foot of building land reclaimed and handed over to them. The scheme is also subject to a final adjustment of the eastern and western boundaries of the reclamation with the owner of the adjoining properties.

It is to be understood that no matter how it may be found convenient to divide the work in carrying it out, the whole cost shall be kept in one general account and shall be made to fall upon the whole of the contributions to the reclamation fund in proportion to the areas of building land accruing to each of them respectively, and the expense incurred for preliminary surveys and raising the level of the Praya shall be included in the general account.

3. No detailed survey of the bed of the sea has been made for the purposes of the proposed reclamation. An approximate estimate only of the cost can therefore be given and such estimate is \$1.35 per square foot of building land which will become available for distribution among the Marine lot-holders. It is calculated that to years will be required to complete the reclamation.

I am to ask that you will lay the scheme before the Marine lot-holders and inform me in due course whether they are prepared to accept it subject to the conditions mentioned.

From this you will see that His Excellency the Governor is now prepared to recommend to the Secretary of State for the Colonies that a reclamation on the lines shown on the attached plan should be carried out by the Government on behalf of marine lot-holders, subject to the conditions detailed in the Government's letter of 12th February, 1901, and which were, as I have already said, laid before you on the 17th April, 1901, and subject to any modifications of or additions to the same that the Secretary of State for the Colonies may deem necessary, and attributing the cause of the long delay to correspondence with the Naval and Military authorities over the boundary of the reclamation on the west side and with private owners over that of the East. A reference to the two plans, both of which I lay on the table, shows a considerable alteration in the plan. It is now proposed to adopt from that submitted to you on 17th April, 1901. The new plan shows three blocks of building area as against two only in the old and three new streets, each 75 feet wide as against two in the old streets twelve in number, each 75 feet wide as against ten of only 50 feet width. A glance at the two plans also shows that the Government propose to go further out than was the original idea, thus giving to the Marine lot holders a somewhat larger area for building but necessarily increasing the amount of capital to be expended by them on the scheme, though not the actual cost per square foot of reclamation, the principal item of cost of which is of course the sea wall. When I last addressed you, I gave the cost per square foot of building land at 75 cents to \$1, and I am still of opinion that the work can be done at this price. The Government, however, now estimate the cost at \$1.35 per square foot of building land, an approximate estimate only, no detailed survey of the bed of the sea having yet been made, although at our meeting, of the 17th April, we passed the resolution referred to above authorising them to proceed forthwith with the preliminary surveys and plans and undertaking to contribute in proportion to our marine frontages to the expenses thereof. Gentlemen, I am of opinion that the Government's plan is a good one and it rests with you to say whether it should be at once accepted and a start made with as little delay as possible, or whether, in your opinion, and having in view the large number of vacant tenements now existing in the Wanchai district it is expedient to add to the Colony this large area of building land and the scheme should not rather, while not being actually and definitely abandoned, be postponed to some future day. I shall be glad of any expression of your views, and to answer to the best of my ability any question you may wish to put.

Mr. Raymond said:—I beg to move the following resolution:—"That in view of the long period that has elapsed since the scheme was first mooted and looking to the fact that the filling up of the Wanchai district, which was to be expected with the advent of tramway communication, has not taken place, it is inexpedient at the present time to take any further steps towards the proposed reclamation."

Mr. Shellim seconded.

The Chairman:—Are there any further questions or remarks to be made on this subject? There was no reply.

The Chairman then put the resolution to the meeting, and after a show of hands declared the resolution carried, with one dissentient, Mr. Winterburn. He then said—I thank you for your attendance. I shall communicate this resolution to the Government and should a reply be received you will find it in due course in the Press.

The meeting then ended.

THE RIDER MAIN SYSTEM.

DISTRICT NO. 3.

It has been resolved by H. E. the Governor in Council that the district described below be defined as a district within which the water supply is to be controlled by means of rider mains and that the said district be known as "Rider Main District No. 3." This district is bounded as follows:—By the line commencing at the intersection of Des Voeux Road West and Sutherland Street; thence proceeding eastwards along Des Voeux Road West to its intersection with Connaught Road West; thence along Connaught Road West and Connaught Road Central to the intersection of the latter with Rumsey Street; thence along Rumsey Street to its intersection with Des Voeux Road Central; thence along Des Voeux Road Central to its intersection with Wing Lok Street; thence along Wing Lok Street to its intersection with Wing Sing Street; thence along Wing Sing Street to its intersection with Queen's Road Central; thence along Queen's Road Central to its intersection with Gough Street; thence along Gough Street to its intersection with Circular Quay; thence along Circular Quay to its intersection with Hollywood Road; thence along Hollywood Road to its intersection with Queen's Road West; thence along Queen's Road West to its intersection with Sutherland Street; and thence along Sutherland Street to its point of commencement. The line follows in all cases the centre line of the thoroughfares specified above. The following tenements shall also be deemed to be included within this district:—Nos. 115-205 odd numbers (inclusive) Des Voeux Road West. Nos. 17, Wing Lok Street. Nos. 187, Queen's Road Central. Nos. 178-244 even numbers (inclusive). Queen's Road Central. Nos. 24-44 (inclusive). Circular Quay. Nos. 100-148 even numbers (inclusive). Queen's Road West, and Nos. 2-14 even numbers (inclusive). Sutherland Street.

SHIPPING AND MAILS.

MAILS: DUTY.

French (Polynesian) 15th inst.
Indian (Gregory Ahear) 15th inst.
American (Doris) 16th inst.
Canadian (Alkanen) 18th inst.
American (Alkanen) 18th inst.
Canadian (Empire of China) 23rd inst.

The S.S. *Radiant* left Manila on 15th inst., at 11 a.m., and is due here on 15th inst., afternoon.
The O. & O. S. S. Co.'s *Doris*, with mails, &c., leaves Manila for this port to-morrow, at 4 p.m., and is due here on 16th inst., at noon.
The C. P. R. Co.'s *Alkanen* arrived at Nagasaki at 3 p.m. on 12th inst., and left again at 9 p.m., same day for Shanghai where she is due to arrive at 6 p.m. on 14th inst.

TELEGRAMS.

[Russia.]

The Junction of the Baltic Fleets.

LONDON, 11th May.
No confirmation has been received from St. Petersburg regarding the junction of Admiral Negobatoff and Admiral Rozhdestvensky's fleets.

Russia and French Neutrality.

The St. Petersburg Foreign Office, at an interview accorded to Reuters' representative, said that any change in French neutrality regulations, in response to pressure by Great Britain and Japan, would be regarded by Russians generally as an unfriendly act.

Tornado in the United States.

A tornado has partially wrecked Snyder, near Guthrie Oklahoma, killing and injuring five hundred.

Express in Collision.

TWO HUNDRED CASUALTIES.
The Chicago express collided with a freight train partially laden with dynamite at midnight near Harrisburg, Pennsylvania. Three terrific explosions took place and the trains were shattered.

[N. C. D. News.]

A Demonstration from Vladivostok.

VINDICTIVE TREATMENT OF A FAILING SHIP.
Tokio, 6th May.
It is reported that four Russian vessels from Vladivostok, apparently torpedo-boats, at noon yesterday, off Honkaido, fired on a sailing vessel, which was set on fire. The Russians steered northwards in the afternoon. Five sailors were rescued.

Three of the torpedo-boats seen off Honkaido were 100 feet long and one 130 feet; they were all two-funnelled.

The Russians ordered the crew off the sailing vessel, poured kerosene over it, shelled it, and set it on fire. They then made off to the northward, detaining the master of the destroyed ship. Ten other members of the crew were landed.

It is stated as probable that the Russian warships sailed out from Vladivostok simultaneously with the torpedo-boats.

It has transpired that the sailing-vessel was the third *Yamato Maru*, of 190 tons. The crew are safe.

Tokio, 8th May.

There are indications that the Russian torpedo-boats have already returned towards Vladivostok.

Altogether this northern raid was of the feeblest description and it is unlikely to produce any material effect on Japanese policy.

Steamer Mishaps At Moji.

Tokio, 8th May.
Four collisions occurred at Moji yesterday during a dense fog. The P. & O. intermediate steamer *Bayer* got aground on a small island near Mitsuzakima; she sustained a concavity of three feet diameter in the bow above the waterline, but managed to sail towards the British steamer *Blackburn* (1,595 tons net) also grounded, but was refloated and entered Moji for repairs.

NAVAL NOTES.

The French gunboat *Decide*, has been continuing this afternoon.

The *Alcidity* and a destroyer left port this morning, and at 1.15 p.m. were followed by the second class cruiser *Bonaventure*, which steamed slowly out through the Lyemun, towing what appeared to be four small lighters or pontoons.

SHIPPING INTELLIGENCE.

The I. C. S. N. Co.'s s.s. *Wang* will leave for Tientsin via Swatow and Chefoo on Wednesday next, the 17th inst., at 3 p.m.

The s.s. *Indra* left Chingwan-tai yesterday and is due here on Tuesday next, with coals, en route to Durban. After loading cargo and supplies she will proceed to her destination via Singapore.

LAUNCH AT SHANGHAI.

An interesting ceremony took place at the International Dock, Shanghai, on Monday, the occasion being the launching of the *Alexandra*, the new passenger tender and tow-boat in course of construction by Messrs. S. C. Farham, Boyd and Co., Ltd., to the order of the Shanghai Tug and Lighter Co., Ltd. According to the *N. C. D. News*, the *Alexandra* will be the largest and best appointed tender on the river. She is 150 feet in length over all, 143 ft. 6 in. in length between perpendiculars; moulded breadth, 26 ft., and moulded depth, 12 ft. 6 in. She is fitted with compound, surface-condensing engines, with cylinders 18 in. and 36 in. in diameter respectively, by 27-in. stroke, and is supplied with steam from cylindrical return-tube boilers, constructed for a working pressure of 130 lbs. per square inch. The boilers are fitted with three Morrison's patent suspension furnaces. The *Alexandra* will be fitted with steam steering gear and a steam windlass, and her contract speed is to be 11 knots.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 12th at 11.15 a.m. The barometer has risen over Japan and N. China, and is inclined to fall on the E. coast of China.

An area of high pressure covers the S. part of the Sea of Japan.

Gradients continue slight on the China coast, and moderate E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast—Moderate E. winds; fair.

THE BALTIC FLEETS.

AGAIN SORTED.

Captain Jenkins, of the British steamer *Derwent*, which arrived to-day from Saigon, reports that when leaving that port on the 9th inst., there were three Russian transports there loading coal—for O'essa, according to report. There was also the 6,000-ton ship *Kaituma* in port. On the 10th inst., when off the Three Kings at 5 p.m., he sighted about 17 warships with a number of transports. The former were about 10 to 12 miles off the coast, while the latter, with another hospital ship, were in Kua Be Pass.

The captain of the *Shanghai*, which has just arrived from the north, states that a rumour was being circulated in Swatow to the effect that a telegram had been received from Amoy reporting that on the night of 7th inst. five men-of-war were seen passing Amoy in a northerly direction at full speed and without light. Their nationality could not be distinguished.

FIRING NEAR HONGKONG.

A SUCCESSION OF NIGHT ALARMS.

While we are "in the midst of alarms" it is but natural that people should start from their beds and listen intently when the sound of a gun is heard booming somewhere in the vicinity of Hongkong. For two or three mornings, after the "witching" hour of twilight, respectable residents who had passed their busy sleep and were about to turn over for a second spell, were amazed to hear the sonorous boom of cannon rolling in waves over the water. Most people being under the impression that they were awakening from a dream, refrained from talking about it next day, fearing that ridicule which comes to the "bunder" nowadays. But about four o'clock this morning, the unmistakable roar of cannon was heard, apparently not many miles from Hongkong. Of course it may be argued that thunder has much the same sound as that of a big gun fired some miles off, but in these days of Baltic Fleets which refuse to leave the hospitable shores of Hainan and Annam, and Togo squadrons which never appear, and are only heard of as flitting phantoms of the night, to say nothing of mysterious movements in the British fleet and a lively imagination over all, no one will for a moment accept such a tame solution of the story. It was a gun, fired by a war-vessel; if we could only believe that it was the belligerents in action the tale could be made quite dramatic, but that would be stretching the long bow just a trifle too far. Still here we have some salient facts to go upon; for several mornings during the past week, at 1 a.m. to be exact, the sound of firing has been heard; this morning guns were pounding away, at 4 a.m. It may be said that the active and vigilant Vice-Admiral Sir George Noel is playing at night marbles in real earnest. It is true that since His Excellency came to this station there has been an access of life and energy to the Fleet, but it is doubtful whether Fleet manoeuvres which would involve heavy firing exercises would be carried out at this time, with no one knows how many Fleets in the vicinity of Hongkong. And if explanations are desired from headquarters they are always evaded, or rather "passed on." Ask the Naval Yard and they say "Try the Commodore's office." Ask that vague individual and somebody there says "try the *Tamara*," then there is the usual fight with the telephone girl, who cannot make out your persistent cadences on the telephone exchange, and after tampering with her and exhausting your stock of compliments, you manage to get switched up to the *Tamara*. You hear "a rushing mighty wind" over the wire and at last a wee still voice says "Are you there?" You shout "Yes" and proceed with a long list of requirements, why this happened, why that happened, and so on. Then comes the chilling response "Can't hear a word you say," and to crown all the telephone girl cuts off the connection, and it has all to be gone over again, with precisely the same result. The fact is nobody in official quarters admits hearing guns booming in the early hours of the morning. They were all too fast asleep; in journalistic language, "they display the utmost reticence." But still there is a haunting suspicion that those guns were "going." It would be extremely hard lines if all the fine theories which have been built up should be shattered, like the beautiful tale about mad-dog hospitals or was it grandstands to accommodate spectators who wished to view the fight between Togo and the Baltics?

ADAMIRAL ROZHDESTVENSKY'S PERPLEXITY.
Osaka, 6th May.—A Vienna telegram states that it is believed in reliable quarters that though Admiral Rozhdestvensky has exchanged telegrams with his home government several times the situation has greatly changed since the fleet left Madagascar, and therefore the Admiral is not only hampered by his own uncertainty as to what course he shall take but the government does not appear to have issued any definite order. There is therefore, it is believed, no alternative for the fleet, but to speed its time in cruising in waters where no Japanese are likely to be seen.

A SCARE IN THE SOUTH.

Under the above heading the *N. C. D. News* prints the following:—

It appears from letters received from the South that there is quite a panic among Chinese merchants owing to the near proximity of the Baltics, a result of which the native import trade of Hainan island (Klungchow) has almost become paralysed. There is a report that the provincial authorities think that the Russian fleet, confident that the Chinese will be too weak to oppose them, will probably take possession of Samson Bay, which has a good harbour and plenty of water. In obedience, however, to instructions from the Viceroy and Governors of Kwangtung, Fukien, and Chekiang provinces have ordered the military authorities along the sea-coast to keep a good look out on the Baltics and to prevent them, if possible, from violating Chinese neutrality. We understand that extraordinary precautions are being taken by the Yangtze officials to guard Chinese neutrality.

HONGKONG GYMKHANA CLUB.

Glorious weather has favoured the first meeting of the Hongkong Gymkhana Club which has drawn large crowds to the Happy Valley this afternoon. The committee has arranged a capital programme of events, and this together with the selections to be played by the band of the 2nd Battalion, Royal West Kent Regiment is doubtless affording much enjoyment to the spectators.

The committee is as follows:—
The Stewards of the Hongkong Jockey Club (Ex-Officio), Mr. P. Alderson, Capt. G. Elgood, R.W.K., Mr. J. Johnson, Mr. J. A. Jupp, Hon. Mr. F. H. May, C.M.G., Mr. G. H. Potts, Mr. H. P. White.

Judge and handicapper.—Mr. H. P. White.
Clerk of the scales.—Mr. J. A. Jupp.
Starter.—Mr. G. H. Potts.
And Starter.—Mr. W. W. G. Ross.
Time-keeper.—Mr. J. R. Michael.
Hon. Sec. & Treasurer.—Mr. C. G. Mackie.
The results of the racing will be given in our issue of Monday next.

A YEAR'S WORK IN THE COURTS.

THE REGISTRAR'S REPORT.

Mr. Arathoun Seth, the Registrar of the Supreme Court, tells of an interesting year's work in his report on the working of the several divisions of the Supreme Court during 1904.

In original jurisdiction the number of actions instituted was 233, and there were 154 in dependency. Of these, 130 were disposed of, 49 were settled or withdrawn before trial, leaving a balance of 257. The total amount involved was \$1,039,419.12, and the debts and damages recovered amounted to \$487,922.10, while the total fees collected and paid into the Treasury came to \$14,802.65.

The number of actions instituted in summary jurisdiction was 1,799, and 230 were brought forward from 1903. Of these 1,635 were disposed of, 735 being settled or withdrawn before trial, leaving a balance of 394. The total amount involved was \$138,300.41, and the total fees collected and paid into the Treasury came to \$7,950.65. The number of distress warrants for rent issued was 410, representing aggregate unpaid rents amounting to \$39,692.72, of which the aggregate sum of \$17,317.60 was recovered, 178 warrants having been withdrawn on settlement between the parties. The fees collected for issuing distress warrants and paid into the Treasury amounted to \$3,577.75.

In criminal jurisdiction 61 cases and 97 persons were committed for trial, the number of persons actually indicted being 79, of whom 68 were convicted and 11 were acquitted. Against 18 persons no indictments were filed, and they were discharged.

Turning to appellate jurisdiction, we find that during the year seven appeals were instituted, one being from the decision of the Chief Justice, two from the decision of the Puisne Judge, two from the Magistrates and two from the Land Court. Five of these were disposed of. One case was carried to the Privy Council, but no decision has yet reached the Colony. One important appeal was the case of Tang Tsz Yu, appellant, and the Attorney General, respondent, commonly known as the Cheung Sha Wan case, in which the Full Court held several lengthy sittings.

In admiralty jurisdiction, eleven actions were instituted, 2 of which were disposed of, 1 having been settled or withdrawn before trial, leaving 8 in dependency. The number of vessels arrested was 4. The total fees received and paid into the Treasury amounted to \$452.

In bankruptcy there were 29 petitions filed, being creditors' petitions 19, and 10 petitions by the debtors themselves.

The number of receiving orders made was 28, being 19 on creditors' petitions, and 9 on debtors' petitions.

The number of public examinations held was 15. There were 15 adjudications; and 2 compositions approved by the Court. There was one discharge. The aggregate amount of declared assets was \$854,201.33, and declared liabilities \$1,431,591.36. Of the declared assets only \$79,043.54 were recovered. The fees paid into the Treasury amounted to \$1,162.61 (of which \$2,390.93 was paid by impressed stamps) including the Official Receiver's commission as trustee where no trustee has been appointed by the creditors.

Probate and Administration.—There were 171 grants made by the Court, being: probates, 71, and letters of administration, 98. The aggregate value of the estates was \$2,788,499. Probate duties amounted to \$77,552.00, Court fees to \$2,287.70, and Official Administrator's commission paid into the Treasury to \$1,201.27. There were 39 estates vested in, or administered by, the Official Administrator during the year, representing an aggregate value of \$35,157.98. 25 estates were wound up during the year, as against 20 in 1903, representing an aggregate value of \$33,110.08.

The total number of trust estates in the hands of the Official Trustee at the end of 1904 was 23, and the aggregate amount of trust funds \$241,264.34, as against 21 estates aggregating to \$99,202.88 in 1903, and certain house property, viz., No. 6, Redoxela Terrace.

The total number of companies registered from the commencement of the "Companies Ordinance, 1866" was 424 with an aggregate capital of \$197,134,121, of which there were 219 remaining at the end of 1904, whose aggregate capital amounted to \$115,594,664. 130 were wound up voluntarily, 4 were wound up under the supervision of the Court, and 71 are defunct. In addition to the latter, there are other companies that are practically defunct as no returns have been furnished by such companies for years; steps are being taken to legally strike them off the Register.

There were 37 companies registered in 1904; the revenue from which was—Registration Fees, \$5,300.00; Filing and other Fees, \$2,049.75; making a total of \$7,349.75. The total sums collected during the year by way of fees and commissions paid into the Treasury amounted to \$46,717.44, as against \$41,758.89 in the previous year.

A WAR CORRESPONDENT ON THE JAPANESE ARMY.

CRITICISM BY A CORRESPONDENT LATE WITH THE RUSSIANS.

One of the correspondents found with the Russians taken prisoner near Mukden, "Frederick von Kreglestein," has written a highly interesting article for *Deutsche Japanpost* on the Japanese army. To him it may be remarked, a battle seems a piece of art, which if executed in fine style and according to the approved rules of legalised murder, gives to the connoisseur more aesthetic pleasure than the cultured playgoer can derive from the best-acted drama. However, we will let the correspondent speak for himself through the medium of translation. He remarks at the outset that the request to write an article for the *Deutsche Japanpost* caused him some embarrassment. "I followed the Russian army," he says, "and was captured. It would be very improper to publish in Japan what I saw of the brave but unfortunate army of the opponent. Neither am I in a position to ask a Russian Censor to peruse anything I may write. Finally, a Russian correspondent has the same duty as regards the keeping of military secrets as I am asked, I understand, of the gentlemen who accompany the Imperial Japanese army. To this must be added the feeling of gratitude towards an army where the correspondent so far has really been treated most fairly, not in the sense that he was treated well and comfortably, but in the sense that he had full liberty to go wherever he liked, and, if it pleased him, even to be killed. In this respect everything could be seen. Anyone who was sufficiently venturesome was allowed to go near the furthest Russian line that he could see the opponents as much as was possible to anyone."

With this preface the correspondent continues:—"This now gives me the starting point to tell in good conscience the little I know, as far as it may be of interest for the general reader." He sums up his views thus:—

I.—TACTICAL OBSERVATIONS.
One of the most important and the strongest of the impressions received of Japanese tactics was the very slight visibility of positions and movements. The "void" of the battlefield was here almost ideally complete. Even a trained military eye reinforced by good glasses saw only the whole little of the opponent, who understood admirably how to utilise cover.

During the battle of Mukden I was at a certain place, which was desperately contested for days. From this place one could see into a valley in which the Japanese advance, the drawing forward of the reserves and ammunition, the retiring of the wounded, etc., took place. But of all this, in spite of the closest observation, absolutely nothing could be seen.

To this day I cannot understand how the Japanese did it. A few hundred metres from my standpoint lay the Japanese infantry, their presence only too distinctly manifested by the bullets which buzzed by one's ears; but scarcely anything could be seen of the enemy. Here and there one could observe an aim coming from behind a tree or part of a head looking over a piece of rock. Regular bodies were scarcely ever seen even in the attack. In the same way the machine-guns were concealed. Their rattling was always audible, but their whereabouts could not be discovered. Yet one could perceive that they were always on the alert and were ready to be brought into action at a moment's notice. Not less well the artillery took cover. One could see the summit of an elevation where a battery was placed, but the exact position of the guns or the number could not with certainty be discovered.

Movement of the Japanese army in close formation I have never seen. Reserves were brought forward by taking advantage of every kind of cover, probably mostly at night. An advance was usually only discovered by rifle fire being opened from a point where no movement had previously been observed. But to this rule I have seen exceptions, and the operation then usually miscarried. Batteries getting into position I have never seen. Suddenly artillery appeared on a crest where one would not have suspected their presence possible.

The infantry-firing was cool and accurate. At a crisis it would become suddenly very violent, but without losing in accuracy. I liked also the workmanship of the artillery. They knew the distances well, and the exploding point of shrapnel was always exact. No time was lost in firing at invisible objects; but when the state of the combat required it, or whenever the battery had a good mark, the firing became very rapid, one shrapnel after another came hissing overhead, and one shot fell exactly like the other.

The strategy was characterised by continual flanking and enveloping. The Japanese have well recognised that the great range of modern guns demands concentration of firing, and that this can only be achieved by out-maneuvring and enveloping. Often when I saw this manoeuvre I imagined myself on a German practice ground. In a certain place we were threatened from three sides at the same time, which was rather unpleasant for a neutral. The Japanese are assisted in this out-flanking by very minute knowledge and a thorough reconnoitring of the ground. Where this is not sufficient they attack from various sides, dig themselves in where they have had a partial success, and energetically keep up enfilading fire. As soon as the enemy shows a movement, they use shrapnel, which proves that the artillery is attentive and that there is no hitch in the plans. Even experienced infantry firing at long distances on such occasions, much to my personal discomfort. For example, we were firing quickly in the valley and received shots when the Japanese were yet fifteen hundred to two thousand metres distant.

At their attack they economise wonderfully. If attacked from several sides an inexperienced man would naturally think the enemy was much stronger than his own. And yet this was not the case at the point where I was placed. The enemy's strength can best be judged by his batteries. In a certain place one had the impression that four Japanese batteries were firing, and yet I am convinced there were no more than three, may be only two. Also their infantry positions are sparingly manned, but if attacked, they will show at once that, though weak, they are determined to risk everything.

This sparing employment of tactically first-class troops practically multiplies their forces. During a battle I have had moments when one could not help exclaiming: "Very good!" "Excellent!" It was a fact for the eye to anyone who is able to see with the eye of a military man. The Japanese leading mostly hit the nail on the head. After a few tentative advances the weak point of the enemy is found, and as soon as this is discovered the attack proceeds with indomitable perseverance. A minute and correct direction of an engagement affords an enjoyment much greater than the finest theatrical performance. It was a pleasure to look upon such operations. But it would be overstepping the limits of this article to begin a treatise on present Japanese tactics; after the war books will be written on the subject. I will not conceal the fact, however, that I was in a quarter where the Japanese did not achieve any remarkable tactical successes. Probably they were there the weaker side, or it might be that they had no intention of bringing about a

decision there, though a mere demonstration is usually not their practice.

II.—GENERAL IMPRESSIONS.
When I stood captured amongst a number of Russians near the Mukden railway station bullets suddenly hissed about our ears. An advancing Japanese company, who had not seen the guards among the tall Russians, began to fire at us. The behaviour of our guards at such a crisis was really brilliant. They could not know at first if the firing did not come from Russians. But without excitement the prisoners were urged behind a pile of wood, while the guards themselves took a position upon it ready to defend themselves bravely. It was a small episode, but one could see that the men at once knew what to do and quickly arrived at a decision. It was a real pleasure to see such prompt and determined action. One may see troops for years on the drill-ground and know nothing of them, but half a minute at a critical moment will often tell the careful observer very much.

Another good thing noticeable was the subdued tone in which the parole was given and taken at night; one scarcely noticed the sentries, and yet they were there and on the alert. Likewise the few wants of the Japanese is a good trait from a military point of view. On the evening of March 10th I was brought to the quarters of General Hayashi, who specially distinguished himself in the engagements round Mukden and received a letter of acknowledgement (*harjo*) from Field-Marshal Oyama. The able General, with whom, I am sorry to say, I could not, for want of an interpreter, speak much else than "Watakeshi wa Doutsujin desu," "Arigato," and "Sayonara," received in his room, sitting on the Chinese kang. The room was not heated; one could see that the General's larder contained little else but rice, tea, sake, dried fish, and some Japanese tinware provisions. This is soldierly and worthy of honour. Frugality in a soldier is of no worth more than many other things. Repeatedly I saw men on the march eating their food. Without much ado they took some rice from a receptacle and ate it sitting in the snow on the road-side. The food was of course ice-cold. In from three to four minutes the meal was finished, and the march continued. That fact deserves all recognition.

[To be continued.]

COMMERCIAL.

Advices from Shanghai, dated 9th inst., state:—Business reported.—Farnham, Boyds at Tls. 158 for July, and at Tls. 161 for September. Laou-Kung-Mow at Tls. 160. Astor Houses at \$19. Lands 6 per cent Deb. at Tls. 97.

Business reported direct.—Shanghai and Hongkong Wharfs at Tls. 193 for July. Tugs "Ord" at Tls. 57. Farnham, Boyds at Tls. 158 for August. Lands at Tls. 15. Langkats at Tls. 240 cash, and at Tls. 255 for October. Astor Houses at \$29.

PROGRAMME of music to be performed by the Band of the 19th Infantry on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.:

March....."Britannia".....Cook
Selection....."A Runaway Girl".....Monkton
Volunt....."Wiener Club".....Morton
Serenade....."Love in Lillenas".....Morton
Polka....."The Jolly Little Jap".....Conrad
Selection....."Reminiscences of Scotland".....Godfrey
God save the King.

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

ACTION No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION

By Order of the Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY.

situate at Victoria in the Colony of Hongkong.

on

THURSDAY,

the 25th day of May, 1905, at 3 o'clock P.M., at

Messrs. HUGHES & HOUGH'S SALES ROOM, 1, Des Voeux Road Central.

All that right of EQUITY of REDEMPTION of and in all those portions of Marine Lot No. 225, which are registered in the Land Office as Subsections Nos. 3, 4, 5 and 6 of Section D of Marine Lot No. 225, and which said pieces or parcels of Ground contain by measurement in the whole 5,742 square feet and are more particularly delineated on the Plan thereof annexed to an Indenture of Assignment dated the 31st December, 1887, and registered in the Land Office by Memorial No. 16,673 with the dwelling houses known as Nos. 3, 5, 7 and 9, Tung Lei Lane, and Nos. 10, 12, 14, and 16, New Market Street, Victoria, aforesaid and held from the Crown for the residue of a term of Nine hundred and Ninety-nine years granted by a Crown Lease dated the 14th day of December, 1878. Annual proportion of Crown Rent \$100 3/4.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Plaintiffs in the above action who have the conduct of the said Sale,

or to

Messrs. EVANS & HARTSON, Solicitors for the Defendant LI TSUNG TAK, otherwise known as Li Tsung Lun, the Defendant in the said Action,

or to

Messrs. HUGHES & HOUGH, Government Auctioneers.

Dated the 13th day of May, 1905. [56]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 12th day of June, 1905, at 3 P.M., at their

Sales Rooms

The following

VALUABLE LEASEHOLD PROPERTY.

situate at Victoria, in the Colony of Hongkong.

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 6099, area 37,935 square feet or thereabouts. Term 999 years. Annual Crown Rent \$744.00, together with the message thereon, known as "Greenmount," Bonham Road, Victoria, aforesaid. For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER, Vendor's Solicitors,

or

Messrs. HUGHES AND HOUGH, Auctioneers.

Hongkong, 13th day of May, 1905. [56]

Intimations. ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

MANUFACTURE IRON FRAMED PIANOS

\$875, \$420, \$495

BEST MAKE OF IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$825, \$495, \$585.

PIANOS FOR HIRE

on

Credit Payments.

TALKING MACHINES AND RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

Hongkong, 29th April, 1905. [52]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES AND CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"GLAUCUS"	5th June.
GLASGOW and LIVERPOOL	"FOXTON HALL"	16th June.
GLASGOW and LIVERPOOL	"YANGTZE"	18th June.
GLASGOW and LIVERPOOL	"PROMETHEUS"	18th June.
GLASGOW and LIVERPOOL	"AJAX"	25th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
GENOA, MARSEILLES & L'POOL	"PRIAM"	20th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTZE"	21st June.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	16th "
SHANGHAI	"SHAHSING"	17th May.
TSINGTAO, CHEFOO and TIENTSIN	"CHIHLI"	19th "
SHANGHAI	"SECHOVEN"	19th "
CEBU and ILOILO	"SUNGKIANG"	23rd "
CEBU and ILOILO	"KAIFONG"	25th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th May, 1905.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 20th May, at Noon.
ZAFIRO	2540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 13th May, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	18th May, at 4 P.M.
"NORFOLK"	15th June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th May, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tonn.	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	May 23rd, 1905.
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "
"NUMANTIA"	4,370	Brighmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES. From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 Tons. J. P. MARTIN, Captain.

"KWONG TUNG" 1,238 Tons. H. W. WALKER, Captain.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4 Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 16th May, 3 P.M.
SHANGHAI	"HOPSANG"	TUESDAY, 16th May, 4 P.M.
SHANGHAI	"CHOYSANG"	THURSDAY, 18th May, 4 P.M.
TIENTSIN	"WOSANG"	THURSDAY, 18th May, 3 P.M.
S'GAPORE, S'RAMAYA & SAMARANG	"ONSANG"	FRIDAY, 19th May, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 19th May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 13th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING," 1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 6.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M. ON SUNDAYS she makes an EXCURSION TRIP TO MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES: First Class single journey to Canton \$3.00 Second " " " " 2.00 First " " " " 1.00 (to Macao 2.00) (to Canton 3.00) (to Macao 3.00) (to Canton 4.00) with Cabin 5.00.

Breakfast, Tiffin or Dinner \$1 each only. Wine and Spirit of the best brand are used. The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. Perseverance.

For further information, apply to the Office of YUK ON S.S. CO., LD., No. 216, Wing Lok Street, Hongkong, or to Messrs. WENDT & Co., Canton Agents.

S. A. NORONHA, Macao Agent. Hongkong, 1st May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER," Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 20th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"H O N A M," 2,363 tons,

Captain H. D. Jones, will make a special trip EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure: From Hongkong 9 A.M. Arriving at Macao about Noon.

From Macao 7 P.M., Arriving at Hongkong about 1 P.M.

FARES: First Class, Single...Return \$4 Second Class, Single...Return \$3 Children under 12 half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the Steamer.

No CHITS will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 2nd May, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" 3rd May, 1905.

"ERROLL" 6th June, "

"HINDUSTAN" 24th June, "

For Freight and further information, apply to

J. DOWELL & Co., LIMITED, Agents.

Hongkong, 9th May, 1905.

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th May, 1905, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shia 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 18

" Steak—Ngau Yuk Pa 30

" Sausages—Ngau Yuk Chang 26

Bullock's Brains—Know... per set 10

" Tongue fresh—Ngau Li... each 50

" Corned—Ham Ngau Li... 60

" Head—Ngau Tau 60

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin... 12

" Feet—Ngau Kerk... each 8

" Kidneys—Ngau Yiu... 11

" Tail—Ngau Mei 18

" Liver—Ngau Con 13

" Tripe (undressed)—Ngau To... 6

Calves' Head and Feet—Ngau-chai-tau-look... set 80

Mutton Chop—Yeung Pui Kwat... 26

" Leg—Yeung Poi 26

" Shoulder—Yeung Shau 23

Pigs' Chilling—Chi cheong... 24

" Brains—Chi Know... per set 2

" Feet—Chi Kerk... 12

" Fry—Chi Chak... 12

" Head—Chi Tau 16

" Heart—Chi Sum... each 9

" Kidneys—Chi Yiu... pair 8

" Liver—Chi Koa... 23

Pork, Chop—Chi Pui Kwat... 20

" Corned—Ham Chu Yuk 24

" Leg—Chu Pui 24

" Fat or Lard—Chu Yau 17

Sheep's Head and Feet—Yeung Tau 21

Kool... set 55

" Heart—Yeung Sum... each 10

" Kidneys—Yeung Yiu... 10

" Liver—Yeung Con... 24

Sucking Pigs, To Order—Chu Chui... 16

Suet, Beef—Sang Ngau Yau... 16

" Mutton—Sang Yeung Yau... 21

Veal—Ngau Chai Yuk... 15

" Sausages—Ngau Chai Yuk Tong... 15

POULTRY.

Chicken—Kai Chai... 27

Capons, Large, Small—Sin Kai... 30

Ducks—Ap... 23

Doves—Pan Kau... each 2

Eggs, Hen—Kai Tan... per doz 19

Fowls, Canton—Kai... 32

" Hainan—Hoi Nam Kai... 28

Geese—Ngo... 22

" Wild Shanghai—Sheung Hoi Ye... pair 1

" Ngo... each \$ 1

Musk Deer—Wong Keng... each \$ 1

Hare—Tu Chai... 1

Partridge—Che Khoo... pair 1

Pheasant—Shao Kai... pair 1

Pigeons, Canton—Pak Kup... each 30

" Hoihow—Hoihow Pak Kup... 27

Quail—Um-Chun... 20

Rice Birds—Wo Fa Cheuk... dozen 2

Snipe—Sa Chui... each 23

Turkeys, Cock—Fo Kai Kung... 57

" Hen... 48

Wild Ducks, Shanghai, Sui-ap... pair 1

Teal, Shanghai, Sui Ap Chai... each 75

Wild Ducks Canton—Sang Shing Sui... pair 1

" Ap... per pair 1

FISH.

Barbel—Ka Yu... 12

Bream—Tin Yu... 17

Canton Fresh Water Fish—Hoi Sin Yu... 14

Carp—Li Yu... 16

Catfish—Chik Yu... 10

Codfish—Mun Yu... 12

Crabs—Hoi... 12

Cuttle Fish—Muk Yu... 13

Dab—Sa Mang Yu... 9

Dace—Wong Mei Lun... 15

Dog Fish—Tit Tu Sa... 16

Eel, Congor—Hoi Man Yu... 15

" Fresh water—Tam Sui Yu... 16

" Yellow—Wong Sin... 23

Frogs—Tien Kai... 28

Garoupa—Sek Pan... 40

Gudgeon—Pak Kup Yu... 12

Hemings—Tao Pak... 17

Halibut—Cheung Kwan Yu... 17

Labrus—Wong Fa Yu... 12

Loach—Wu Yu... 13

Lobsters—Lung Ha... 24

Mackerel—Chi Yu... 34

Monk Fish—Mun Yu... 24

Mullet—Chai Yu... 28

Oysters—Sang Hoo... 28

Parrotfish—Kai Kung Yu... 16

Perch—Tau Loo... 13

Pike—Fa Paw Poong... 29

Plaice—Pan Yu... 24

Pomfret, Black—Hak Cheong... 20

Pomfret, White—Pak Cheong... 23

Prawns—Ming Ha... 40

Ray—Pai Pa Yu... 9

Rock Fish—Sek Kau Kung	18
Roach—Chun Yu	10
Salmon, (Crown), fresh water—Ma Yau	9
" Yu	20
Shark—Sa Yu	20
Skate—Po Yu	8
Shrimps—Ha	25
Snapper—Lap Yu	25
Soles—Tat Sa Yu	25
Tench—Wan Yu	15
Turbot—Cho Hoi Yu	20
Turtles, small, fresh water—Keok Yu	50
White Bait—Ngau Yu Chai	50

FRUITS.

Almond—Hung Yau.....	20
Apples, (California)—Kam San Ping	
Ko.....	80
(Chefoo)—Tin Chun Ping	
Ko.....	
Small—Hoi Tong.....	
Custard—Fan Lai Chai.....each	
Bananas, fragrant, Canton—Sang Sheng	
Heung Chiu.....	10
(brides), Macao—San Heung Chiu	
Chestnuts, Chinese—Foong Lut.....	1
Carambola—Yeung Tui	
Coconuts—Yeh Tse	
Grapes—Sin Tai Tse.....	10
Lemons, China—Ning Moong.....	
Amer.—Kum San Ning Moong	
Lichees, Dried—Lai Chi Con	2
Fresh, Lai Chi	1
Limes, (Saigon)—Sai Kung Ning	
Moong.....each	
Mango, Manila—Lui Sung Moong.....	6
Mango, Saigon—Sai Kung Moong	
Mangosteens, San Chuk Tse..... doz.	14
Oranges, (Canton)—Sang Sheng Tim	
Chang.....	2
Small—Tai Kut	12
Mandarin—Tim Kut	16
Olives—Pak Lam	8
Pears, (American)—Kam San Shut Li	
(Canton), Cooking—Sa Li	
(Shanghai)—Sheung Hoi Li	13
Peanuts,—Fa Sang	20
Persimmons Large,—Hung Chio	
Pine-apples, 1st quality—Sheung Poon	
Tai Paw-law	17
and cocking—Chung-tang	
Paw-law	
Plumats—Tai Chen	55
Plums, Swatow—Hung Lai	6
Pumelo, Siam—Chim Lo Yau	
Walnuts, Hop Tui	21
Green—Sang Hop Tui	

AN INTERESTING DISCUSSION.

COMMERCIAL

Mails. **MESSAGERIES MARITIMES** FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Doyer, will be despatched for MARSEILLES on TUESDAY, the 16th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*... 30th May.
S.S. *POLYNESIEN*... 13th June.
S.S. *CALEDONNIEN*... 27th June.

G. DE CHAMPEAUX, Agent.
Hongkong, 2nd May, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship.

"CHUBAN."

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's S.S. *Himalaya*, 6,898 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on the 2nd July.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 6th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Hyades</i> ...	3,753	Geo. Wright...	At May 23
<i>Pleades</i> ...	3,753	F. G. Purinton...	June 30
<i>Shawmut</i> ...	9,650	E. V. Roberts...	July 12
<i>Tremont</i> ...	9,650	T. W. Garlick...	Aug. 8

Steamer marked (*) have no second-class passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 9th May, 1905.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellipse Duplicator.

Hongkong, 23rd February, 1905.

For Sale.
GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th March, 1905.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

10, QUEEN'S ROAD, Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1905.

FOR SALE.
INCANDESCENT GASOLINE LAMPS
OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1905.

To Let.
WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—
H. N. MUDY.
Hongkong, 4th May, 1905.

TO LET.
NO. 12, KNUSTFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th May, 1905.

TO LET.
A BUILDING at CAUSEWAY BAY, in present in occupation of the Sze-tai Laundry Co., Ltd.

No. 1, RYAN TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th March, 1905.

Dentistry.
TSEI TING.
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.
M. H. CHAUN, D. D. S.,
37, DES VEXES ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

AVRESSE'S SANDAL CAPSULES
Efficient Remedy for Gonorrhea, Syphilis, and all other venereal diseases. Full directions. All Chemists.

SHARE QUOTATIONS.									
Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
				RESERVE.	AT WORKING ACCOUNT.				
BANKS.									
Hongkong & Shanghai Banking Corporation	Fr. 1,000,000	\$125	\$125	\$1,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1.10/- ex- change 1/11-9/16 = \$3.46 for second half-year 1904	1 1/2 %	\$195	London £80
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$37 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000	\$150,494	\$17 for 1903	5 1/2 %	\$300 buyers	
China Traders' Insurance Company, Limited	74,000	\$83.33	\$25	\$500,000	Nil.	\$4 1/2 for year ended 30.1.1904	7 1/2 %	\$57 buyers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000	\$2,078,997	\$35 for 1903	5 %	\$695 sellers	
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$37,704	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	186 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,203,505	\$360,372	\$34 for 1903	11 1/2 %	\$30 1/2 sellers	
SHIPPING, TUG AND CARGO ROADS.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 buyers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,850,000	Nil.	\$3 for year ended 30.6.1904	5 1/2 %	\$35 sales	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$6 1/2 buyers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$125 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,761	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 55 buyers	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116	£58,852	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 10 sellers	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000	\$1,287	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	22/6 buyers	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,093	\$21,231	{ \$1.80 & b. 40 cts. } for year ending 30.4.04	6 %	\$37 1/2 buyers	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	T.Tls. 50	Tls. 276,679	Tls. 6,190	{ \$0.90 & b. 20 cts. } for year ending 31.5.1904	4 1/2 %	\$28 sales	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	\$10 for 1904	9 %	\$124 sellers	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$18,087	\$3 for 1897	...	\$27 1/2 buyers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 60 buyers	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	G. \$10	G. \$10	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 1/2 sellers	
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	£18,100	G \$672,091	50 cents making G. \$1 for 1904	5 1/2 %	\$3 1/2 sellers	
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$490	
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.									
DOCKS, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$33 buyers	
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904	11 1/2 %	\$105 sellers	
HONGKONG & KOWLOON WHARF AND GODOWN, CO., LD.									
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$105 sellers	
Hewarth Fishine, Limited	12,000	\$100	\$100	\$60,000	...	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 } \$10 div. & \$5 bonus for year end. 30.6.04	6 1/2 %	\$204 sellers	
New Army Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$14 for 1903	6 %	\$170 buyers	
Riley Greaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	5 1/2 %	\$355 buyers	
S. C. Farman, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	8 %	Tls. 155 buyers	
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Tls. 5 interim for 1904/5	6 %	Tls. 187 sales	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,618	Final of Tls. 6 making Tls. 19 for 1904	6 1/2 %	\$391 sellers	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	6 1/2 %	Tls. 187 buyers	
LANDS, HOTELS & BUILDING.									
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$29 sales	
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 34,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 sales	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$144 buyers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$126 sellers	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 %	Tls. 22 1/2 sales	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,994	\$11,958	90 cents for 1904	7 1/2 %	\$13 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$50,000	\$377	\$3 for 1904	7 1/2 %	\$40 sellers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813	Tls. 40,766	{ Tls. 3 final and Tls. 2 bonus making } Tls. 18 for 1904	7 %	Tls. 116 sales	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 170,000	Tls. 670	Tls. 5 for 1904	10 %	Tls. 47 sellers	
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125	
Wej-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers	
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 %	Tls. 40 sellers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$6 1/2 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 40	
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 35,227	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 40	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180	
CIGARS AND TOBACCO COS.									
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$700 buyers	
Philippine Company, Limited	7,500	\$10	\$10	First year	...	\$91 sellers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales	
MISCELLANEOUS.									
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£161	First year	5 1/2 %	\$115 buyers	
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	none	\$1,182	6d. per share for 1903	5 %	\$33 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	...	\$3 for 1904	8 1/2 %	\$21 sellers	
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	...	\$100	
Do. (Founders)	123	\$15	\$12	None	6 1/2 %	\$8 sellers	
Do. (New Issue)	24,000	\$15	\$12	none	Nil.	Interim of 7 per cent for 1904	7 1/2 %	\$13 sellers	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 718	\$1 for 1904	2 1/2 %	Tls. 65 sales	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	...	Tls. 5 for 1904	...	Tls. 10	
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	80 cents for 1904	9 1/2 %	\$17 sales	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,381	\$1 1/2 for year ending 31.7.1903	...	Tls. 25 sales	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	Tls. 5 for 1902	8 %	\$23 buyers	
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$24 sales	
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$95,054	\$2 for 1904	10 1/2 %	\$17	
Green Island Cement Company, Limited	100,000	\$10	\$10	\$200,000	\$5,551	Final of \$1 1/2 making \$2 1/2	...	\$4 buyers	
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109	£7,625	£1 div. and 2 1/2 bonus for 1903	7 1/2 %	\$176 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	{ \$1.00 } for year ending 30.4.1904	11 1/2 %	\$114 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,795	50 cents for year ending 30.1.1904	7 1/2 %	\$227 sellers	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,336	Final of \$13 making \$17 for 1904	7 %	\$24 1/2 buyers	
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 1/2 %	\$151 buyers	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$399	Final of 70 cts. and 50 cts. bonus making	10 1/2 %	\$174	
Kat's Brothers, Limited	10,000	\$100	\$100	\$175,000	\$1,400	\$1.50 for the year ended 30.9.04	6 %	\$135 buyers	
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,182	\$8 for 1904	7 1/2 %	\$140 buyers	
Maatschappij van Mijl. Bosch en Landbouw	25,000	Gs. 100	Gs. 100	Tls. 528,210	Tls. 358,49	Interim of \$5	...	Tls. 235 sales	
Maatschappij van Mijl. Bosch en Landbouw	25,000	Gs. 100	Gs. 100	Tls. 19,465	...	\$1 quarterly for Tls. 7 1/2, paid 15.3.05	13 %	\$23	
Maynard and Company, Limited	3,400	\$10	\$10	none	...	\$1 for year ended 31.10.1904	9 %	\$3	
S. Moutrie & Company, Limited	4,000	\$50	\$50	none	\$832	Final of \$3 making \$5 for the year ending	9 %	\$54 sales	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	\$5,000	Dr. \$5,537	\$0.60 for 1904	...	\$50	
Shanghai Gas Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 145,000	Tls. 8,011	None	...	Tls. 112 buyers	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 108,172	Tls. 10,217	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 1/2 %	Tls. 75 sales	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 6,058	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 150 sales	
Shanghai Waterworks Company, Limited	7,200	\$30	\$30	Tls. 25,000	Tls. 7,369	Final of 37 1/2 making 57 1/2 for 1904	6 %	Tls. 410	
Singapore Dispensary, Limited	6,000	\$25	\$25	Tls. 140,000	Dr. \$7,709	\$6 1/2 for year ended 31.7.1904	8 %	\$25	
South China Morning Post, Limited	6,000	\$25	\$25	none	\$39,020	None	...	\$7 buyers	
Team Laundry Company, Limited	5,000	\$5	\$5	none	\$3,044	60 cents for year ended 31.5.04	8 1/2 %	\$6	
Straits Ice Company, Limited	2,000	\$100	\$100	\$25,000	\$700	First year	15 1/2 %	\$150 buyers	
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000	\$8,813	\$10 for second half-year 1904	15 1/2 %	\$15	
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 55 cents bonus 1st half year	6 1/2 %	\$45 sales	
Tientsin Waterworks Co. Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 2,211	ended 30.9.1904	...	Tls. 100	
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	Tls. 15,259	Tls. 2,211	Tls. 2 for 1904	6 1/2 %	T.Tls. 125 sales	
Do. (Founders)	100	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 6 for 1904	9 1/2 %	\$91 buyers	
Watson, A. S. & Co., Limited	50,000	\$10	\$10	\$50,000	\$2,833	50 cents for year ended 31.5.1904	14 1/2 %	\$180 buyers	
William Powell, Limited	50,000	\$10	\$10	\$50,000	\$588	Interim of 50 cents for 1904	7 1/2 %	\$131 buyers	
						Interim of 50 cents for year 1901/1902	14 1/2 %	\$14 buyers	

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